The Mining Journal

RAILWAY AND COMMERCIAL GAZETTE

FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.

No. 446.—Vol. XIV.] LONDON: SATURDAY, MARCH 9, 1844. [Price 6d.

HORSELEY IRON-WORKS, TIPTON.—Mr. THOMAS DANKS, Auctioneer, Dudley, begs to announce to his friends and the public in general, that he has succeeded, with the approbation of the assignees of the late proprietors of the Horseley Iron Works, in EFFECTING a PRIVATE SALE of the ENTIRETY of the above celebrated WORKS, in one lot, to Messrs. [illegible] and Co., of the [illegible] Iron Works, near Dudley, who will in future carry on the several branches of manufacturing in engines, machines, railway and foundry works, under the firm of the Horseley Iron Company.—Dudley, March [illegible].

TO BE SOLD, BY PUBLIC AUCTION, on Wednesday, the [illegible] March inst., at Twelve o'clock noon, in [illegible] Hall, Douglas, Isle of Man, SIXTY-EIGHT SHARES (nearly one-sixth) in the NEWTON ARDS MINES, situated near Belfast, Ireland, the property of Edward Forbes.—Terms and particulars will be declared at the time of sale.

F. GARRETT, } Trustees of
F. MATTHEWS, } E. Forbes.

Monmouthshire.—The Cwm Celyn and Blaina Iron-Works, and valuable Freehold Mineral Lands, at Cwm [illegible].

MESSRS. FAREBROTHER, CLARK, and LYE are instructed to SELL, BY AUCTION, at Garraway's Coffee-house, Change-alley, Cornhill, London, on Wednesday, the [illegible] day of March, by order of the directors (the company having determined to dissolve), the following very IMPORTANT and HIGHLY VALUABLE WORKS, called

THE BLAINA IRON-WORKS,

erected in [illegible], regardless of expense, and comprising

THREE BLAST-FURNACES,

blown by an excellent ENGINE, by Boulton and Watt, [illegible] stroke, steam cylinder [illegible] inches, and blowing cylinder [illegible] inches in diameter; FIVE STEAM-BOILERS, on the most modern improvement, and a capacious AIR VAULT, or DRY REGULATOR, is attached to the blowing cylinder; a LARGE DOUBLE REFINERY FIRE, capable of making SIXTY-FIVE TONS OF REFINED METAL WEEKLY, with suitable KILNS for calcining the ironstone, SIX COKE OVENS, in convenient places; to two of the blast furnaces are attached spacious casting houses.

AN EXTENSIVE IRON FOUNDRY,

with every facility for making the average description of castings of One hundred tons per week, [illegible]

[illegible]

THE CWM CELYN IRON-WORKS

[illegible]

IRON WORKS FOR SALE, FREE OF AUCTION DUTY.—TO BE SOLD, BY PUBLIC [illegible]

[illegible]

THE EBBW VALE AND SIRHOWY IRON-WORKS.

[illegible]

IMPORTANT SALE OF IRON-WORKS AND SPELTER-WORKS, and other VALUABLE PROPERTY, in GLAMORGANSHIRE.—The CAMBRIAN IRON AND SPELTER COMPANY having been DISSOLVED, [illegible] WHITTINGTON [illegible] PUBLIC AUCTION [illegible]

THE IRON-WORKS.

[illegible]

THE MINERALS.

[illegible]

THE SPELTER WORKS.

[illegible]

STAFFORDSHIRE.—VALUABLE ESTATES, COAL MINES, and COLLIERIES.—TO BE SOLD BY AUCTION, [illegible]

[illegible]

JOINT-STOCK IRON COMPANIES.—ADVERTISER [illegible]

[illegible]

VALUABLE LEAD MINES IN BRECONSHIRE.—TO BE LET, OR LEASE [illegible]

[illegible]

SWANSEA, SOUTH WALES.—TO BE SOLD, BY PRIVATE CONTRACT, [illegible]

[illegible]

PATENT OXY-HYDROGEN FURNACE FOR STEAM BOILERS, [illegible]

SWAYNE AND BEVILL,

[illegible]

WANTED, A SITUATION AS ROLL TURNER.—The ADVERTISER, thirty-one years of age, has spent the whole of his life under the [illegible] of his father, who has been employed above thirty-five years at the Tin Works of Capel Hanbury Leigh, Esq., Pontypool. During the last three years the Advertiser has had the sole management thereof as roll turner, in consequence of his father's indisposition, but will be leaving the situation in a fortnight. Unexceptionable character may be obtained by application to John Harley, Esq., Pontypool Tin Works, Monmouthshire.—Address to Mr. John Thomas, Roll Turner, Pontypool.

STEAM-ENGINE.—TO BE SOLD, a 36-inch cylinder CONDENSING ENGINE, [illegible] stroke, double power.—This engine has been made to order, of the best materials and workmanship, and has never been used. It is offered for sale in consequence of the party for whom it was made not deeming it expedient to complete the manufactory for which it was intended. It will be SOLD at a very MODERATE PRICE, and may at once be shipped for any part of Great Britain or Ireland.—For particulars apply to Mr. Jos. Maybery, Ironfoundry, Llanelly, South Wales.

ASTURIAN MINING COMPANY.

Established in accordance with the Commercial Code of Spain.

Capital £[illegible], in [illegible] shares of £[illegible] each.—Spanish Reals, [illegible]—Francs, [illegible].

Deposit £1 per share.

BOARD OF DIRECTORS.

GIDEON COLQUHOUN, Esq., Chairman.

Sir WILLIAM YOUNG, Bart., Deputy Chairman.

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SOLICITORS—Messrs. AMORY, SEWELL, and MOORES, Throgmorton-street.

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This company has been formed for the purpose of working several extensive and valuable concessions of Coal, Iron Ore, and other Minerals, situated in the province of [illegible]

[illegible]

WHEAL CURTIS MINING COMPANY.

[illegible]

YORKSHIRE LAND MINING ASSOCIATION.

[illegible]

PATRONS.

The Right Hon. Lord Viscount MORPETH.

[illegible]

EDWARD STILLINGFLEET CAYLEY, Esq., M.P.

[illegible]

GEOLOGICAL SOCIETY.

Feb. 21.—The President, Mr. Warburton, in the chair.

The following papers were read:—1. "Some account of the Beds observed in the course of the Blackwall Tunnel, Surrey, in the year 1843," by Mr. Simms.—The tunnel was carried through a spur of a range of hills, formed by the escarpment of the lower green sand. In the line of the cutting, the upper consisted chiefly of weald clay, and proved to form part of an anticlinal axis, which extends across the weald from the chalk of the North Downs, in Surrey, between Merstham and Godstone, to the chalk of the South Downs, in Sussex, near Dorking.

2. "Some Remarks on the White Limestone of Cuba and Vida," by Captain Portlock, R.E.—The author has found fossils in the limestone of Vida. They are very locally distributed—ammonites in one place, and Arcobraziæ in another; the former in bad condition, the latter very perfect. They appear to be nearly allied to *Terebratula pisa* and *T. rumigenda*, cretin species, and to a species from Dunsby. Captain Portlock regards them as new, and names the species *T. Scalana*, inferring, from their presence, that the limestone in question is probably cretin.

3. "Remarks on *Sternbergia*," by Mr. J. S. Dowes.—The author considers the fossils of this anomalous genus of extinct vegetables as mostly casts of the medullary cavities of exogenous trees, similar to that at Dartington, lately described. The transverse plates which compose the interior of some of these bodies, he considers as agreeing with the lamina of the pith; and the rings on the external surface of others, as produced by the same cause. He described specimens where the so-called Sternbergia formed the centre or pith of fossil trees.

4. "On a Fossil Crustacean, from New Holland," by Professor Thomas Bell.—This, the only fossil crustacean as yet found in Australia, was procured by Lieutenant Emery, and forwarded by Mr. W. B. Mackay, who considered it as probably a Thalassina. Prof. Bell regards it as a new Thalassina, nearly allied to the only known living species of that genus, and names it *T. petiqua*.

INSTITUTION OF CIVIL ENGINEERS.

March 5.—The President in the chair.

The first paper read was a description, by Mr. J. T. Spur, of the bridge over the river Wittenham, at Allanton. This bridge, which was executed at the expense of Miss Brown, of Blackadder, from the designs of Messrs. Stevenson and Sons, of Edinburgh, consists of two arches of 75 ft. span each, with a versed sine of 11 ft. 6 in., the centre pier being 22 ft. 1 in. long, and 16 ft. in breadth, making the distance between the faces of the abutments 140 ft.; it was constructed of soft red sandstone, and the abutments were built up solid, the greater part of the masonry being ashlar. The total cost of the bridge was stated to be £6000.

A paper by Mr. F. Nash was then read, describing a new kind of girder composed of a number of diagonal bars of wrought iron, abutting against each other, with cast iron transoms, these latter supporting the pressure, and the former the tension. This mode of construction has been recently introduced in France for bridges, and the paper, after describing a number of preliminary experiments on small girders, gave the details of the proofs, to which four girders, placed side by side, with a bearing of 74 ft. 6 in., had been subjected by order of M. Tresa, the Minister of Public Works, Paris. From this it appeared, that with a load of sixty two tons, the deflection in the centre was 1¼ inch, and that the girders resumed their original position on the weight being removed, after bearing it for a month. In order to test the effect of a sudden shock, a cart loaded with 4¼ tons of iron was caused to break down suddenly in the centre of the bridge, without producing any perceptible effect beyond crushing the flooring planks. The weight of these four girders was stated to be 20¼ tons.

An account of the building of Wellington bridge, over the River Aire, at Leeds, by Mr. J. Timperley, was then read. This bridge was executed from the designs of the late Mr. Rennie, about twenty years since; it crosses the river where it is 103 ft. wide, and 6 ft. deep; it consists of a segmental arch of 100 ft. span, with a versed sine of 15 ft., constructed of stones from the quarries at Bramley Fall, which are about four miles from the bridge; the abutments are built in retaining courses, except the external faces, which are horizontal, the whole being well bonded together; the total quantity of masonry is 60,000 cubic feet. The method of forming the foundations, as well of the cofferdams and centres, was given in detail, and it was stated that the total cost of the bridge was only £9561.

Mr. G. Rennie made some clear and concise remarks on the ancient arches, of which traces have been discovered by the recent researches of travellers, amounting to Perring's account of ancient arches discovered at Thebes, the bricks of which bore the name of Semandis, which would carry back the knowledge of the arch to a period of upwards of 3000 years. He noticed also the use of the stone lintel among the Greeks, the Etruscans arches found in Italy, and also the more modern, but very bold, arch, still remaining in Italy, Portugal, and Spain. The subject was announced to be resumed at the next meeting, when the following papers would be read:—"Account of Pulteney Town and Harbour (With, Caithness), from their foundation in 1803 to the year 1843," by J. Brunlees, Mem. Inst. C.E.—"Description of Cooks used in Floating Large Stones to Sea," by J. Brunlees, Mem. Inst. C.E.—"Description of the Formation of the Tweeands of Monzieburgh," by Jas. Hay.

The monthly ballot for members took place, when the following candidates were elected:—Messrs. J. O. Bailey, C. H. Herbert, O. Dudiac, J. Abernethy, A. Blair, G. R. Pollock, J. H. Pepper, J. S. Atkinson, and W. Langdon.

LITERARY NOTICES.

On the Connexion of Disease with Fashionable Mendicism.—We last week noticed a highly valuable work from the pen of Dr. Dyce Duckles, M.D., which had been forwarded us for review, but the importance of the subject treated upon, the short twenty four hr numbers, which form a work of three-and-a-half, without typographical errors, precluded us from entering upon any remarks, and do we feel ourselves justified, at the present moment, in doing more than recommending the work to our readers. The work itself, which is written in such an interesting manner that every one who takes it up is certain to read to the end, and from which we anticipate, by extract, to afford much interesting subject of inquiry to our readers.

Sketches of the Irish Bar.—At a time when public attention is so much deeply directed to everything connected with Ireland—its system of government, as well as attracting its statesmen, and drawing the future orators—a work entitled "Sketches, Biographical, and Imperial History of the causes and effects of that tremendous national convulsion," the Rebellion of 1798, cannot fail proving of general interest; and, as far as we have seen of this work, we think it will prove to the utmost of what is promised in the introductory chapter—the causes which remotely or proximately originated it, the objects which its authors had in view, the agencies by which it was conducted, and the means by which it was suppressed. This work, if carried out well—and we have every reason to suppose it will be so, from the well known character and ability of the author, Mr. T. the work—are materially now indeed, by directing attention to the resuscitation and misery endured by its various people—and, consequently, the efficient means our national representatives, and we think the work may have an extensive sale, that the object may be the most effectually accomplished.

The Dublin University Magazine of this month is presented with additional attractions to rather notice, being adorned with, besides other pictorial ornaments, a well executed engraving. The literary matter, and accompanying illustrations, are fully equal to former numbers; and we are much pleased to find the Editor, Mr. Bridgman Simpson, on the resumption from his long illness, as to resume his charge of "The Chronicles of Clerkenwell," which in fact from being the most attractive in him, the cheapest of magazines.

A Word or Two on Poor Wigs.—We have received a pamphlet, published by Messrs. Richardson, Cornhill, the object of which will be best understood by a perusal of the title:—"A Word or Two on Poor Wigs, addressed to the public generally, but particularly to private gentlemen; showing how, and why, it is economical, and affording much amusement to themselves and families, to Patronize the Poor Wigs," which, however it may suit private to the objects of the Printer, will doubtless, to any gentleman in our readers. That poor wigs is sometimes encountered, both here and abroad, is well known—and any information tending to assist in the discovery of a fabrication extinguished, and to prevent its being forced on us to be supported and subsequently adopted, cannot be very acceptable, particularly at the present time, when the probable alterations in the duty may seriously affect both the merchant and consumer, to the reprehensible at their cost.

Scientific Literature Magazine, and Foreign Mechanic.—From the excellent papers and valuable information with which this work abounds, it will prove a most desirable addition to that portion of our literature devoted to the increasing wants of the mechanical engineer, draughtsman, or any amateur artizan. The Scientific appears to be devoted to a development of natural and artificial resources of nations and communities—with descriptions of commerce and customs, their progress and prospects, trades and commercial, and general national intelligence.

The Mechanic Times.—Among the numerous productions of the day, devoted to particular subjects, there are few with this, either for cheapness or utility; the name indicates, being the Standard for our trade, comprising, among its contents, features on the theory and practice of mechanics, and on the mechanical and chemical arts; the daughter reports—questions of importance—correspondence invited—answers given—and much that is of moment to the general public, as well as to trades to them connected with English and foreign mechanical affairs. We need to suggest the publication, from the varied work may be advertised to it in the coming numbers.

The Astronomer.—This is a new work, projected by the conductors of the Athenæum, as a weekly journal of the sciences and arts, and intended, as the name implies, to furnish that species of scientific information which is generally excluded from works of larger pretensions. We welcome the introduction of all useful knowledge in any form to readers, as we acknowledge, a desire for scientific knowledge exists, therefore, there is good to find the Astronomer projected, and be interested to notice.

Bristol and Exeter Railway.—Notice has been given by the Directors of the Bristol and Exeter Railway to the Board of Trade and to the Great Western Company that the line from Bridgwater to Exeter will be ready for the 1st of May next.

Aberdeen, Inverness, and Caledonian Railroad.—We are rejoiced to find, that at length a preparatory movement is being made to have a communication from the north with the western metropolis of Scotland, by a railway, and Caledonia, Dundee, and Arbroath would fall to secure very great advantage, provided that communication takes place upon the coast, there having advantage of the rich mineral resources of the Lothian, and also of traffic on the entire line from Ayr to Glasgow.—*Dundee paper.*

PRODUCTION OF IRON AND STEEL IN WESTERN AUSTRALIA.

Fully believing that any information tending to exhibit the natural resources of our colonies, must prove generally acceptable, we have great pleasure in giving publicity to the following interesting details; and, we need hardly add, that we are obliged to our intelligent correspondent ("A. A."), to whom we are indebted for their transmission, and any additional information he, or others, may furnish, will prove equally acceptable. We learn, from the data afforded us, that it was but a short time since that the first attempt at manufacturing olive oil was made known, and, since that, an experiment for the production of flax is recorded—proofs of such progress in advancing towards a conspicuous position in the scale of more matured countries cannot prove otherwise than extremely gratifying, not only to the colonists themselves, but also to the numerous parties interested—but how astonished will our readers be, to find that iron and steel have been produced from ore found abundantly in the colony. A paper descriptive of certain experiments in the manufacture of these valuable metals was read by Mr. Nash at the meeting of the Agricultural Society, held in October last. We have not yet seen the minutes of that meeting, but the following abstract from Mr. Nash's report has reached us. It is stated that iron ore in strata or "reiken" is to be found in the colony to any extent, yielding a larger per centage of metal than the average of ores in England; on that gentleman's property a mass of iron ore, imbedded in limestone, 400 yards in length, and about 40 in breadth, was lately discovered; the depth in the springs, which rise in the solid ore, was six feet, but it was apparently a much greater depth. The following experiments on a very contracted scale, and with a small portable forge, are reported:—1. 100 grains of raw iron ore, with 50 per cent. of charcoal, luted up in a crucible of blue clay, one hour in the forge, twenty minutes of which in a white heat—50 per cent. of cast-iron; 100 grains of cast-iron smelted half an hour with 20 per cent. of lime—9 per cent. of wrought-iron; 100 grains of wrought-iron, smelted one hour, with 50 per cent. of lime—cast-steel. 2. 100 grains of raw iron ore, with borax and charcoal, produced a small quantity of pale green glass, &c.—25 per cent. of iron. 3. 100 grains of raw iron ore, with charcoal only—54 per cent. of iron. 4. 10 lbs. of ore ran easily into a black lava, but for want of sufficient power only a few grains of iron were produced in white enamel.—*Mem. The ore does not appear to contain either sulphur or arsenic, either of which would render it brittle.*" The paper stated also that in the neighbourhood of the Williams river, iron ore is found in small cubical, and, in some instances, spherical masses on the surface of the ground, yielding 2 or 3 per cent. more metal than the above; it is described as being black, and very hard, and brings sparks from steel. In several other parts of the colony iron ore is found lying on the surface. We are enabled to give the above outline of Mr. Nash's report, but shall enter more into the details of the subject on the receipt of further advices. Mr. Nash deserves great credit for bringing to important a subject forward, and, we are led to believe, has added another instance of his indefatigable zeal in behalf of cultivation and production, to his former valuable services.

LEAD AND COPPER TRADES OF AMERICA.

We extract the following particulars from an American paper, with which we have been favoured by a correspondent:—There are few topics connected with western trade of more interest than that which regards our mineral resources. Last year, we exported lead to England, China, and France—in small quantity, compared with what we have to spare, it is true, but enough to show that the current of trade in that particular is totally changed. We find, in the *St. Louis Republican*, a valuable article, giving a view of the lead trade at Galena and Dubuque. The table gives the following as the amount of lead shipped from the Upper Mississippi:—In 1841, lead in pigs, 152,934; 1842, ditto, 447,839; 1843, ditto, 561,331; besides what is equal to 35,000 pigs, in shot, an other routes.

The writer who furnished the above facts says—"The article of Wisconsin copper is attracting notice, and will become a valuable article in this country a trade. Our shipments this year amount to, my 611,000, and will in 1844, I think, double that amount. In the Boston market it commands the same as the Peruvian copper, and with our house has the preference over it. The value of lead exported from here this year may be set down at 351,731 pigs of 70 lbs., is 24,461,171 lbs. at 4½ 3/4, 1937,292; and copper, 611,000.—Total value of exports, 2948,592.

STATISTICS OF THE AMERICAN COAL TRADE.

The consumption of Pennsylvanian anthracite increases every year in a most astonishing degree. In the year 1820, but 365 tons of this coal were sent to market—while in 1843, we have the immense quantity of 1,353,539 tons, of which 671,695 tons, or 53.091 tons more than half of all the other regions of the State, are from Schuylkill alone, while in 1820 the quantity shipped from thence was only 3308 tons. The six railroads in this county carried, in the year 1843, of anthracite alone, 1,263,539 tons, and in 1842 only 1,108,091 tons, showing an increase of 155,559 tons. The aggregate of all the anthracite raised from the coal-field of Pennsylvania since 1820 has been 5,814,173 tons, of which the Schuylkill region alone has produced more than one-half—viz., 3,459,914 tons; Lehigh, 2,294,035 tons; and the remainder from Pinegrove, Shamokin, Lackawana, and Wilkesbarre.

The importation of foreign coal into America, after a steady increase from 23,145 tons in 1821, to 191,351 tons in 1839, has regularly declined each year since to 141,321 tons in 1842; and, although the correct amount for the year ended Sept. 30, 1843, has not yet been returned, it is not expected to exceed 75,000 tons, or about one-half the preceding year. This decline may no doubt be attributed to two causes—viz., the rapid increase in their own production, and the increased rates of duty levied by the United States on all coal imported. The local returns from other parts of America show the same results—at Boston, for instance, the anthracite received in 1837 was 90,527 tons, and in 1843, 117,451 tons; American bituminous—1837, 3003 tons; 1843, 5357 tons; while the importations of foreign (principally English) bituminous coal had decreased from 60,047 tons in 1837, to 33,809 tons in 1843. It thus appears, that America is fast approaching that period when she will be enabled to produce, at all events, sufficient for her own consumption, and probably, at no very distant day, become an exporting country.

ASTURIAN MINING COMPANY.

The above company has been formed for working several extensive deposits of coal, argentiferous lead ore, iron, copper, zinc, and quicksilver, situate in the north of Spain—and, from the terms on which, according to the prospectus before us, it appears they have been secured, and from the reports of scientific and practical miners, is unequalled even in Spain for the prospects held out, and the facilities of working—the ores having been analysed by British assayers, and proved to be equal to the best productions of this country. Operations are to be commenced at places where lead ore, copper, and iron, are within a short distance of the coal measures and iron mines, the former of which are in nearly perpendicular seams, and can be worked by drifts or adits made horizontally from the valleys, the fly being collected in down them, thus avoiding the enormous expense to which the coal mines of this country are subject. This coal is stated to be of superior quality and free from sulphur, and an immense market is now open to all the northern and southern ports of Spain, as well as the French markets, and extending the whole of the Mediterranean ports. Besides the consumption for steam navigation, a large quantity will be supplied for domestic and manufacturing purposes, at prices at present supplied from England; and, from the export duty of 6s. per ton, and an import duty of 7s. 6d., the latter is augmented to an amount for calculating what this company can dispose of its produce, at a large remunerative profit. The importation of bar iron into Spain is extremely prohibitive, by a duty of 15l. per ton, and pig iron 30s.—and which, it is stated, will be increased 30 per cent.; while the company are produce iron from their own ores at a cost not exceeding the same amount in this country, and their mines a profitable and extensive market for this article. Surveys are being made, by two English engineers, for a railway from the mines to the ports of Aviles and Rivo de Solo; and, from the extent of the country, low price of land, and cheapness of labour, it can be constructed at very moderate expense. The argentiferous ores, copper and zinc, if not smelted in the Asturias, will find a ready market in England—and, from the arrangements already concluded, the most productive mines can be immediately proceeded with, so as to secure an early return for the capital placed in the directors' disposal. The Mining Code of Spain is highly protective of the rights of foreigners in every respect in the production of the mineral treasures, and the Asturias has always been free from those convulsions which have agitated the other parts of the empire.

In order to identify the interchants with the undertaking, one third of the shares will be reserved for distribution in that country. The capital is to be 300,000l., in 12,000 shares of 25l. each—a deposit of 2l. on allotment, and the remainder at intervals of not less than three months; the shareholders to be individually liable only to the extent of their shares.

GRAVESEND, TILBURY, AND EASTERN COUNTIES JUNCTION RAILWAY COMPANY.

This company (the prospectus of which will be found in our advertising columns) has for its object, the most ready communication between London and Gravesend, which is proposed to be effected by a line from Romford to Tilbury Fort—the company availing themselves of the Act of Parliament already obtained for the Thames Haven line, and making a branch line from Ockendon to the Thames, crossing by way of steam ferry. The time, we are told, to accomplish this would not exceed one hour, or, as the table states, giving the widest limit, one hour and a quarter, while that required by taking the Surrey and Kent lines would require two hours, and thus a saving of three-eighths in time would be effected. There can be no question but that the traffic between Chatham, Gravesend, and London is very large, and, with the facilities afforded by railway communication, this may be expected to be increased to a vast extent. We do not go quite so far as to contemplate the prospective advantages of the "Thames Haven Dock and the New Port," but think, with a judicious outlay, that the scheme presents sufficient inducement to warrant, not only an investment, but a fair return on the capital employed. Much, if not all, must depend on the ability displayed, and its proper application, by the engineers—and, as we find the names of Sir John Rennie and Mr. Braithwaite (the engineer of the Eastern Counties Railway) associated, we can well imagine that every confidence may be reposed in the prosecution of the object, so as to give to the shareholders a fair return on their advances. It is stated, that the whole of the works are ready to be contracted for within the subscribed capital, and that the line will be completed in eighteen months. One-fourth of the shares have been taken up, and interest at the rate of 5 per cent. per annum will be allowed on deposits, or payments on shares. We are no supporters of the latter measure, which is simply the subscribers paying themselves by withdrawing annually one-twentieth part of their advances. The prospectus states, that a dividend of 10 per cent. may be calculated upon. If we mistake not, in earlier days, we were told, that 30 per cent. was to be derived from the Thames Haven line alone, without this adjunct, which we consider as valuable. As the concern is, however, now in other hands, and finding in the list of directors more than one practical man as regards railways, we are led to believe that the present proposition is nearer the mark; but we would say to all parties—Go, see, and judge for yourselves.

RAILWAY PROPERTY—JOINT STOCK BANKS.

We have received the usual monthly returns of the transactions in railway and other shares from our correspondent, Mr. J. Grahes, of Liverpool, from which we perceive that this description of property in general has been unusually steady during the past month. In the largest number of railway shares the prices have fluctuated only 1l., or at most 2l., per share, while in those in which the greatest changes have taken place the extent of the variation has been but merely trifling, compared with the returns in former months—thus shewing the stability which railways are attaining as an investment.

The principal fluctuations have been—Birmingham and Gloucesters, 75l. to 71l.—March 1, 73½.; Chester and Birkenheads, 33½. to 29½.; London and Birminghams have varied from 240l. to 234l.—March 1, 236l.; Newcastle and Darlingtons, 36l. to 30l.—and rallied again to 34½.; North Midlands, 97l. to 85½.; and York and North Midlands, 125l. to 112l.—rallying on March 1, 120l.; while, in comparison with the prices of the corresponding date of 1843, those of the present year show an increase varying from 5 per cent. to 30 per cent.—and giving, in the aggregate, a surplus of premium over discount of 16,000,000l.

The amount of bullion in the Bank of England is, on the present monthly average, 15,400,000l.—while in 1842, the total was only 5,802,000l., or little more than one-third; the preliminary rates of the Bank have also increased from 12,402,000l. in 1843, to 17,820,000l. in 1844—while those of private and joint-stock banks, conjointly, have decreased from 3,272,000l. in 1843, to 3,791,000l. in 1844; in Ireland, also, while the National Bank has increased its circulation by upwards of 300,000l., private and joint-stock banks have decreased theirs by more than 100,000l. The immense increase of capital, shown by the present amount of bullion in the Bank, must enhance the value of legitimate investments, and assist the development of new undertakings; and as yet, it is evident that all our railway speculations are not a sufficient channel for our superabundant capital—but investments are eagerly sought in the continental lines proposed, and there seem to be in course of formation.

West London Railway.—It will be perceived by the report of the meeting of the proprietors of this line in another column, that the portion already nearly finished is to be opened on the 15th of May next. The directors and shareholders of this railway have for many years met with nothing but disappointments and delays, and although at present it will not, as originally intended, unite the Birmingham and Great Western with the Thames, we trust a commencement will be made of some return for the capital so long unprofitably invested. It will be seen from the resolutions in our advertising columns, that the directors are authorised to go to Parliament for an Act to enable them to extend a branch to Knightsbridge, and raise for that purpose a sum of 129,200l., in 6460 shares of 20l. each. This Knightsbridge branch has ever been considered as necessary, to develope the coal resources of the line, and there is from the report every appearance that it can be completed at a moderate expense, as, although some valuable land has to be purchased, the portion remaining can be repaid without loss to the company.

Bishop Auckland and Weardale Railway.—A new colliery on this line of railway, called Bitchburn, belonging to Messrs. Straker, Love, and Thwaites, situated near the western terminus of the railway, at Crook, has been won, and the first shipment of its produce took place on Monday, the 4th inst. A train consisting of forty waggons, and a coach containing the owners, and a party of ladies and gentlemen, left the colliery about half past ten o'clock in the morning, and arrived at Middlesbrough about half past one o'clock, when the coals were shipped in a vessel lying in the docks. The party dined together at the Exchange Hotel, and returned home highly delighted with the operations of the day. Some of the company would have to travel about eighty miles, and would arrive at home at seven o'clock in the evening. The royalty belongs to George Crowe, Esq. (of Norton), and the coal is classified by competent judges to be of excellent quality. Amongst the company present were Messrs. George Straker, Joseph Love, Thomas Love, Robert Thwaites, Robert Straker, Dixon, Thomas Mackay, George Crowe, jun., W. Fallows, Pearson, &c. The distance from the colliery to the place of shipment is about thirty miles.

Iron Rails—Newcastle and Carlisle Railway.—We learn, by the *Newcastle Advertiser*, that the directors of this railway have contracted for 1000 tons of malleable iron rails at the low rate of 5l. 7s. per ton, to enable them to double the remainder of their line. This great improvement is to be completed before the 1st of July next, at which time it is intended the railway from Darlington to Gateshead will be opened, and which will join the Newcastle and Carlisle Railway at Redheugh, a little to the west of Gateshead. An uninterrupted railway communication will then be formed from London to the city of Carlisle, a distance of about 316 miles, which it is expected will be performed in eighteen hours.

Mona Silver Mining Company.—A meeting of shareholders was held, a few days since, at the house of Mr. Vivian, captain of West Caradon Mine, Liskeard, to take into consideration the means to be applied for raising the immense treasure, consisting of Spanish specie, that has for so many years remained in Dollar Cove, Trevaulian, Cornwall. Two attempts have at different periods been made to secure the treasure, but, from the instability of the plans adopted, the adventurers failed to recover more than comparatively a trifling portion of the coin (about 500 pieces, dollars and doubloons,—an indication that the entire cargo of the Spanish wreck still remains buried in the sand within the cove. Two plans were suggested to the meeting—one by the Messrs. Medland (of Liskeard), another by Mr. Hayward (of Tiverton), both of which were highly praiseworthy, and it was agreed that Messrs. Medlands' should be adopted, the shareholders having a more likely to prove successful.—*(From a Correspondent).*

Improvements in the Steam-Engine.—At the Paris Academy of Sciences, M. Lame read a report on some improvements in steam-engines by M. Cheppeau, which stated, that by these improvements the power of the engine is considerably increased, whilst the consumption of fuel is diminished. Previously to the application of M. Cheppeau's system, the largest locomotives on the Paris and Versailles Railroad (right bank) could only drag eight waggons over a portion of the line, but the same locomotives can now perform ten leagues an hour over the same ground, at the load of twelve waggons, and with less fuel. The improvement consists merely in a new arrangement of the apparatus for the emission of the steam.

Metal.—Mr. Global states, in his advertising, that the decidedly different properties of the Chinese (Tungsh) metal from the Russian (Kalmetine) are produced in Chile, by a peculiar treatment of the metal gold, which is as yet unknown—and the Chinese mark it a natural product, while has been partially shown by art. M. Parbet, of St. Petersburg, found in a drachm of Chinese metal eleven grains of oxides chromic, which had been mixed with it.—*Medical Times.*

17

A SLATE QUARRY TO BE DISPOSED OF, in the VALE of NANTLE, near Carnarvon, North Wales, [illegible] ... SHARES in the quarry ... [illegible] ... The Nantle Railway being within half a mile from the works ... shipping port of Carnarvon.—Application to be made to Mr. Hugh Jones, [illegible]

18

TITFORD COLLIERY, near OLDBURY.—TO BE LET, ON LEASE, BY TENDER, [illegible] ... COAL, with all other MINERALS ... [illegible]

19

LONDON AND BIRMINGHAM RAILWAY.—WARWICK AND LEAMINGTON BRANCH.—CONTRACT FOR WORKS.—The directors of the London and Birmingham Railway Company will meet at the Station, at Birmingham, on Friday, the 22d of March next, at Two o'clock, to RECEIVE TENDERS for the ERECTION of the LEAMINGTON STATION.

Plans and specifications, and general conditions, will be ready for the inspection of parties intending to tender, at the office of the resident engineer, Euston Station, London, on Monday, the 11th of March ... No tenders will be received ... after the hour specified above ... [illegible]

The directors do not bind themselves to accept the lowest tender.

By order, R. CREED, Secretary.

Euston Station, Feb. 28.

20

LONDON AND BRIGHTON RAILWAY.—CONTRACT FOR COKE.—The directors of the London and Brighton Railway Company are prepared to RECEIVE TENDERS for the SUPPLY OF COKE for locomotive engines, FOR TWELVE MONTHS, from the 1st of June next.

The quantity of coke required will be about 120 tons weekly.—The tender to specify the description and name of the bed of coal from which the coke is proposed to be made ... [illegible]

... Terms of payment, cash monthly.

The tenders must be sent in on or before Tuesday, the 26th March next ... [illegible]

By order, R. MACKENZIE, Secretary.

London-bridge Station, March 5.

21

WEST LONDON RAILWAY COMPANY.—KNIGHTSBRIDGE EXTENSION SHARES, to be ISSUED to the proprietors ... [illegible]

JOHN THOMPSON, Sec.

Office, [illegible], March 7.

22

WEST LONDON RAILWAY.—At a General and Special General Meeting of the ... West London Railway Company ... [illegible]

23

GREAT SOUTHERN AND WESTERN RAILWAY. FIRST DIVISION FROM DUBLIN TO CASHEL, WITH A BRANCH TO ATHY AND CARLOW.

[illegible]

PROVISIONAL COMMITTEE.

[illegible]

ENGINEER—John Macneill, LL.D., F.R.S.

SOLICITORS.

[illegible]

PUBLIC BANKERS.

The Bank of Ireland, [illegible]

[illegible]

24

GRAVESEND, TILBURY, AND EASTERN COUNTIES JUNCTION RAILWAY, IN CONNECTION WITH THE THAMES HAVEN DOCK AND RAILWAY, TO LONDON.

[illegible]

25

LINCOLN AND WAKEFIELD RAILWAY.

[illegible]

PROVISIONAL COMMITTEE.

[illegible]

With power to add to their number.

[illegible]

BANKERS.

Messrs. Cunliffs and Brooks, London and Manchester.

SOLICITORS.

[illegible]

[illegible]

To the Provisional Committee of the Lincoln and Wakefield Railway Company.

[illegible]

3, New Palace-yard, Westminster, Feb. 19.

26

LINCOLNSHIRE JUNCTION RAILWAY, PROPOSED BRANCH RAILWAY FROM THE NORTH MIDLAND, AT SWINTON, TO DONCASTER, GAINSBURGH, AND LINCOLN, [illegible]

[illegible]

Robert Stephenson, Esq., [illegible], Great George-street, Westminster.

[illegible]

To the Provisional Committee of the Lincolnshire Junction Railway.

[illegible]

27

ENGLISH and WATSON, PATENTEES of the CAMPHINE [illegible]

MR. HENRY ENGLISH, 28 No. 5, SHORTER'S COURT, THROGMORTON-STREET, CITY, having, at the instance of numerous friends, made the necessary arrangements for extending the business of AGENT in the PURCHASE and DISPOSAL of MINERAL and other PROPERTY, as also that of STOCK and SHARE-BROKER, is induced to submit the favour of the support of the subscribers to the Mining Journal, Railway and Commercial Gazette. The extended circle, arising from his immediate connection with that publication, may be fairly presumed to afford more than ordinary facilities and advantages in the transaction of business as mineral estate and mine agent; to which may be added, an intimate acquaintance, for the past fifteen years, with the mines and collieries of Great Britain and Ireland, as well as some parts of the continent.

LIST OF SHARES FOR SALE BY MR. ENGLISH.

Two West Cornfords.
Five Holmbush.
Ten Stray Park and Camborne Vean.
Two Powey Consols.
Four Wheal Franco.
WANTED.—A sum of £6,000 on mortgage of mineral property of undoubted value.
TO BUY.—Ten Hastings Mining Co. | Twenty Cornubandite shares.
Two half shares Tremenheer.
Four St. Austell Consols.
Ten Allen Mining Company.
Twenty Ivybridge.
Ten Copleys.

PATENT IRON ROOFING 29 CHEAPEST & STRONGEST EVER MADE, which will be found [illegible] BUILDING, and COVERED with the PATENT IRON ROOF can be furnished and slated or PLATED, at as SMALL A COST as a TIMBER ROOF; and particulars and prices obtained from those sole applications, or from Messrs. Bailey and Pegg, Hardwicke, London.—Also PATENT ROLLED FIELD GATES, in which all the joints are welded together, and MADE of WROUGHT IRON, equally strong both ways, may be had, in numbers of not less than ten (for cash), from the wholesale manufactory, as under application to the Oak Farm Works, or through Messrs. Cottam and Shaller, Ironmongers, &c., Wimley street, Oxford-street, and Cornwall road, Lambeth, where specimens may be seen.
*** Names of dealers in provincial towns will be advertised hereafter.

IRISH WASTE LAND IMPROVEMENT SOCIETY.—30 FOURTH CALL OF TWO POUNDS PER SHARE.—Notice is hereby given, that the directors have, under the powers of the Act of Incorporation, made a FOURTH CALL on the proprietors of TWO POUNDS, in respect of each share in the said society; and that the said call is required to be paid to some one of the undermentioned banks, on account of the society, by two instalments of £1 each; the first of such instalments on or before the 4th of June next, and the second on or before the 4th of September next.
London—The London Joint Stock Bank, Princes street, or 69, Pall mall.
Ireland—The National Bank, Dublin, or any of its branches.
By order of the directors, FREDERICK FRY, Sec.
5, St. Mildred's court, Poultry, London, March 4.

PARIS AND STRASBURG RAILWAY. 31 Total capital 60,000,000f. To be divided into 120,000 shares of 500f. each. An amount not exceeding a moiety of the same to be raised in England in £20 shares.

LONDON COMMITTEE.
Wm. Thompson, Esq., Ald., M.P. | William Sampson, Esq., London
Charles Berry Baldwin, Esq., M.P. | T. M. Wigzell, Esq., London
John Cruchley, Esq., Liverpool | R. W. Rennard, Esq., London

PARIS COMMITTEE.
Le Comte de Mole, President, Pair de France | Mons. Magnier de Maisonneuve, Deputé, du Bas Rhin
Le Marechal Comte Gerard, Pair de France
Mons. de Charamber, Pair de France | Mons. Gueneau, Banquier, Deputé, de la Seine
Mons. Bineau, Pair de France | Mons. de l'Espee, Deputé, de la Meurthe
Mons. Bineau, Ex, Deputé, de la Meuse.

BANKERS IN LONDON.
Messrs. Denison, Heywood, Rennards, and Co.; Sir Claude Scott, Bart., and Co.
Bankers in Liverpool—Messrs. Leyland, Bullins, and Co.
Bankers in Paris—Messrs. Gueneau et Compagnie.

Conformably to the law of the 11th June, 1841, the French Government have received on the formation of a railway from Paris to Strasburg. By the terms of that law, the land will be purchased, and the earthworks, tunnels, bridges, stations, &c., will be executed by the Government, at their own expense and risk. A lease of the line for working will be made to the company, whose investment will be limited to the supplying of the road, the supplying and laying down of the rails, providing the engines and carriages, and keeping the road in repair.

The proposed line, 292 English miles in length, traverses the richest and most industrious provinces of France—immediately uniting England, by the port of Havre and the French metropolis, with Austria, Bavaria, the manufacturing provinces of Alsace, Switzerland, and that Rhine-bringing into nearer and closer intercourse, not only France and Germany, but Great Britain and the whole Continent; the city of Strasburg being already the point of departure for travellers from and to the Germanic provinces, and the point to which the national railways of Germany are intended to converge.

[illegible] commercial, and many other strong measures of the provisional government, [illegible] every distance of the line, are those in favour of the richest provinces in France—viz. Cotton, Silks of Lyon, Olive of Marseilles, Wines, Alcohol, Madder, Ashes, Plaster Marne, Wood, Minerals, Woollen, Tongue, Haute Saone, Steel Rhin, and Bas Rhin, abounding in forests, mines, collieries, iron works, mills, and factories. Bas Rhin, abounding in forests and various agricultural productions. All of these provinces import much of what they consume, and have abundant surplus produce to export. The intermediate traffic on this route is considered to be greater than in any other part of France. The total population is about six millions and a quarter, and the total [illegible] £20,000,000, or £3,125,000, double that of the whole kingdom of Belgium.

The privileges of a limited amount will be secured to the company by a Royal Ordonnance, which will limit the liabilities of the proprietors to the amount of their subscription.

The executive management of the company will be conducted by a board of directors in Paris, attended by an English resident director, and their proceedings will be regularly communicated to the English directors, who will have the privilege of voting by proxy. An office will be established in London for the transfer of shares, the payment of dividends, and the furnishing of information to the proprietors.

In the event of the company not being constituted, the deposit money will be returned to the subscribers without distinction.

Applications for shares, addressed to the London Committee, to be made to Mr. William Inkersole, of the temporary office of the company, 37, Austin-friars; to Messrs. Denison and Anderson, auditors, 3, Adelphi terrace, Strand, London; and to Mr. William Bridges, 4, Parliament street, Westminster, where also detailed prospectuses may be obtained on application.

BRISTOL AND EXETER RAILWAY COMPANY.—At the 32 Half Yearly General Meeting of this company, held at the White Lion Hotel, in the City of Bristol, on Thursday, the 20th of February,
JAMES GIBBS, Esq., in the chair,

It was unanimously resolved—
1. That the corporate seal of this company be affixed to the register of proprietors now produced.
Moved by James Gibbs, Esq., and seconded by William Hollister, Esq.;
2. That the report of the directors, now read, be received and adopted; and that there be expunded to meet a rate limited to seven per cent.
Moved by T. B. Ash, Esq., and seconded by G. F. Bridges, Esq.;
3. That Messrs. William Warren, [illegible] be re-elected auditors of this company.
Moved by W. D. Bidder, Esq., and seconded by T. W. Hill, Esq.;
4. That the directors of the Bristol Union Railway Company, or the whole or part of the sum of £[illegible] above the sum of £[illegible] raised for that purpose, and to borrow, as they may find expedient, the amount required for the payment of all calls.
Moved by Joseph Sams, Esq., and seconded by John Hack, Esq.;
5. That a dividend of £[illegible] per share, for the half year ending the 5th of April next, be declared payable after the 15th of the same month, free of income tax.
Moved by John Bruce, Esq., and seconded by Robert Cook, Esq.;
6. That the best thanks of the proprietors be given to the directors, for their able and zealous management of the affairs of this company.
JAMES GIBBS, Chairman.

The chairman having quitted the chair, it was resolved by acclamation—
1. That the useful thanks of this meeting be given to James Gibbs, Esq., for his able and impartial conduct in the chair.
Also it was also resolved by acclamation—
2. That the best thanks of this meeting be given to our brethren, with whom we have had the honour of co-operating, Messrs. Wheeler, and Ireland, with which to [illegible] promotion the interests of this company.

NOTICES TO CORRESPONDENTS.

Shareholder Bristol Union Company.—We are requested to state, that Mr. Adam Murray has no other connection with this company than that of having made the survey of the estate, at the request of Col. Cameron, the proprietor, who takes one half the shares in the company. It is natural to suppose, that Mr. Murray would wish that the estate in question should be in the hands of the same parties who have [illegible] and have improvements, between the Severnside and Bristol, possessing good land and fine woods.

Scrutator, Cheltenham, Worthington, Salop.—We should be glad to hear a more favourable report than you have given; with whom are reports favourable, we are [illegible] to take notice, there is some good grounds for every where to understand.

B. and S. "Lodgings."—If there is a call on the shareholders of our recommendation, and you have not contributed to our subscription, with the same directions, we will readily [illegible] to our columns.

Country Reader.—For the other reasons as given in our last, we are not in a position to give answers to the queries we have propounded—to variation it should be remembered. Perhaps Mr. R. C. will furnish us with the views in reply to the letter addressed by [illegible].

Shareholder Globe.—The affairs of this bank is undisposed.

Do you Purchase and Dispose for Cash.—We have been favoured with a communication from Messrs. Harrison and Co., which, from its character and the considerations it contains, have caused us to [illegible] with which appears in another column. Some observations will be made upon the subject in our next number.

Mining Record.—[illegible] a weekly column is published in our last page.

Mr. [illegible] the publication of a work of this kind can answer such purpose—the [illegible] should be limited to the [illegible] extent.

A Shareholder, Derby.—We cannot [illegible] compelling with our correspondent's request.

J. S. C.—We must decline complying with our correspondent's request.

J. S. C.—[illegible] mills or [illegible] 6 pair; B. would [illegible] the premium be [illegible] that sum is wrong.

We shall be particularly obliged to those of our readers who may become possessed of [illegible] to furnish us with such particulars as may assist in [illegible] the [illegible] of [illegible] and [illegible] to [illegible] these would accomplish.

PUBLIC COMPANIES.

WRITINGS.			
Birmingham Plate and Crown Glass	Birmingham	March 13	11.
Victoria Life Assurance	King William-street	14	1.
New Brunswick and Nova Scotia Co.	Gorge and Vulture Tavern	14	13s.
Ulster Railway Company	Belfast	14	12.
Manchester and Leeds Railway	Albion Hotel, Manchester	19	1.
South Eastern Railway	Ingelton, London-bridge	20	1.
Van Diemen's Land Company	Old Broad street	21	12.
Vauxhall Water Works Company		27	1.
British Gas-Light and Coke Co.	George yard, Lombard-street	27	1.
British American Land Co.	London Tavern	28	2.
Vauxhall-bridge Company	George and Vulture	31	1.
Royal Mail Steam Packet Company	London Tavern	April 1	1.
CALLS.			
Consolidated Tretoll Mining Company	No. per share	March 12.	

THE MINING JOURNAL,
Railway and Commercial Gazette.

LONDON, MARCH 9, 1844.

*** Parties desirous of ordering the Mining Journal, can do so, either direct to the office, or through any newsvender or bookseller in town or country. Notice of irregularity in its delivery are requested to be forwarded to the office, where every endeavour will be made to rectify the cause of complaint.

The nature of the reports, fluctuation in price, and the insertion of remarks and correspondence in our columns within the past few weeks have created a more than ordinary sensation as regards the value of the shares in the Stray Park and Camborne Vean Mines, as well as some other adventures, which it is unnecessary here to remark upon. Although we did not mention the particular mine to which we made reference in last week's Journal, yet we believe few conversant with mining in Cornwall could well make mistake as to the parties to whom we referred, or the adventure. A meeting was to be held yesterday at the mine, when a call of 3l. per share, it was understood, would be submitted—such sum, or 3000l., being necessary to clear off the obligations of the mine, in the absence of the sale of the machinery, contemplated. We have seen a letter, addressed to an adventurer (although the purser has not condescended to write to us on the subject), in which the difference in the sale announced in the Ticketing Paper and the actual proceeds is explained, by the circumstance of the water being in at the lower levels and in the eastern end, whereby copper and tin stuff to the extent of some thirty or forty tons (tribute pitches), which were contemplated in the ticketing, were unable to be raised—a fact, as we are informed, well known at the mine, and in its neighbourhood—the samplers having, under the circumstances deferred sampling for some two or three days. This would account for the difference, and thus exculpate the parties who are supposed to have been chargeable with misrepresentation.

As regards the meeting, we shall give a report in our next. We understand that a proposition to issue 200 shares, at 15l. per share, to the present holders, so as to raise the necessary amount, will be submitted—the proposition emanating with holders to the extent of some 400 to 500 shares in London, at a meeting held at the offices of Messrs. Watson and Cubell within the past few days. We fear there is some personal feeling, or private pique, existing, whereby the interests of the proprietors are prejudiced. We know nothing of the family disputes of Mr. Vawdrey or Mr. Jeffery, and regret that they should be allowed to influence the value of shares in the undertaking. Matrimony and mining may be considered by some as synonymous, but we have yet to understand how the one should affect the other, or have an effect on the price of shares—curb. sup.

The letter of "An Observer," which appears in another column, we infer that our correspondent, more part cularly as a Cornishman, is lending himself to any one party. We are well aware that nothing but exposure, and that on an extended scale, will effect the object we have in view, and while we would accord credit to "An Observer" for his aid, we must, at least have good grounds on which to offer an opinion, or to commit ourselves by censure, which circumstances may not justify. That there is a system pursued in Cornwall, not many miles distant from Andrew's Hotel, is admitted by "one and all."

The sooner this clique—whose names we even now feel disposed to give (having forgotten the Doctor and some of the "subs," in our last notice)—is exposed the better. We have some gentlemen here who carry their heads high, but can descend to fill their pockets by loose means. It is this jugglery that has, in a great measure, destroyed mining enterprise—at least, such as is of a legitimate nature. The time, however, we hope, has gone by, and the improvement within the past ten days which has taken place, leads us to hope that capital will be invested to a much larger extent than heretofore in our "home" mines.

Our correspondent, "An Observer," refers to a particular mine—Wheal Seaton, for there can be no mistake—and says, shares have been sold at 430l. each. We can tell him—and we have no interest in the matter—that a share was sold yesterday only, at 700l.; this, if his reasoning be worth anything, is an important fact, on which he may ground his further arguments—to which we may add, that the purchase was made for a party in the country, and not one of the "cute;" for we must confess, had the latter been the case, with a rise of 300l. per share in three weeks, we should have been slightly suspicious. We do not profess to be in possession of any private information, nor in the slightest degree interested in the mine in question, but having seen reports from practical men, whose characters for ability and integrity have claims on our attention, we do not hesitate to express our opinion that our informant, although in the immediate district, has taken only a "surface" view.

We know that letters are occasionally "coined," if we may use the expression, by the Redruth gentry; and, further, that there is such a thing as writing "down" a mine, as well as writing it "up." We intend to "stick" to the subject for a week or two—and we shall, in our next, have something to say on Wheal Acland and the meeters, as well as other little concerns. Having determined on the course we should pursue, we shall give the parties full justice, but no favour.

We have inserted in another column the letter of "A Shareholder" in the West Cork Mining Company, who complains sorely that he should be called upon to subscribe a portion of the legal and other expenses incurred in the prosecution, and protection, of his rights. We cannot agree with him on principle—although we are ready to admit that the threat or non-compliance of payment is unworthy of the parties, and can only express our opinion, that such was never intended, but must be considered merely as legal language, which, however correct, is certainly not justifiable. The whole amount of 10l. per share has been paid up, and, as Lord Audley's representatives cannot support their claim, it would appear strange that the non-compliance of a request on the part of a responsible shareholder should be enforced—viz., that of contributing to a charge or outlay not contemplated on the formation of the company, or included in the various clauses of the Act of Parliament—at the same time, it must be admitted, but that for the labours of the board of directors, and the responsibility they took upon themselves, each shareholder might have been "pestered" upon for the amount demanded; and, indeed, too much sympathy cannot be given to those gentlemen for the stand they have made. It would, then, under such circumstances, to say the least, be dishonest not to contribute to the amount required to be raised for liquidating the honest claims on the company, and we trust our correspondent will agree with us, that there is, at least, a moral obligation on his part to contribute his quota. If he does not—we can only say, he is undeserving of any credit as a member of society, for, while he would willingly avail himself of the advantages obtained by the labour and risk of others, he would, at the same time, exempt himself from all charge, applying to the means which have thus enabled him to escape from liability. We are at all times advocates for fair play, but our correspondent will, we think, admit, that we are not, on the present occasion, called upon to uphold his views of the subject.

DR. MOHUN'S FURNACE AND PATENT FUEL.

So many have been the projects of manufacturing a cheap fuel, that we are induced to look with a degree of scepticism on all inventions or patents of this nature, more especially after the numerous instances which have come under our cognisance, and the severe losses to which the inventors and their friends have been subjected. Government has also, on more than one occasion, been mistaken, if not misled; and, therefore, more than ordinary caution is necessary to be observed in taking up, or directing attention to, the subject. With these feelings, we are adverse to enter upon the merits of the patent under notice, beyond putting forward its claims, as submitted to us by a party immediately connected therewith, and in whom we can place every confidence, as to the correctness of the statements—while we have reason to believe, from the reports and estimates made, that there are grounds which fully justify the assertions advanced, as to the prospective advantages which the patent presents. Among the principal points we may enumerate the following, reserving to ourselves such further observations as apply to the patent, and to the specification (a copy of which is promised us); and, as we are given to understand that the patent is, at the present moment, being subjected to practical proof, the result of which is expected in the course of the next month, it would, perhaps, be premature were we to say more. The merits of the patent fuel may be said to consist of compactness of form, being less bulky than bituminous coal or anthracite, there being a saving of 50 per cent. in stowage. The reduction in cost, as compared with the several descriptions of fuel hitherto employed, whereby a saving of full 40 per cent. is effected. As regards economy in its use, the patent fuel, in conjunction with the furnace, is found to effect a saving, on the average, of full 50 per cent., while its application to steam power (with absence of spontaneous combustion) for which it is peculiarly adapted, whether for stationary, locomotive, or marine engines, from the regular and certain heat emitted, and its power of generating steam in less than one-half the time now required is of considerable importance. In war and war, the expenditure attendant on working steam-engines, but more especially locomotives, is, in a great measure, obviated, there being no oxidation of the bars, or injury sustained by the boilers, while the peculiar action of the furnace prevents the passage of the fuel through the tubes, which occasions so much destruction, again the absence of smoke, &c., with the total absence of any particle of dust or fire escaping, is not one of the least important considerations. Such are the principal features presented by the patent, and, as trials on a working scale, with stationary and locomotive-engines, are now being made at the works at Rotherhithe, under the surveillance of parties who we believe to be fully equal to the office, we may expect a favourable report. Of this, at least, we feel assured, we shall have an honest one. We are given to understand, that the matter is under the consideration of Government, and more than one railway and steam navigation companies.

EXPORTS TO BRAZIL.

From an account of the declared value of British and Irish produce and manufactures exported from the United Kingdom to Brazil, in the years 1841, 1842, and 1843—distinguishing the principal articles:—

Articles.	1841.	1842.	1843.
Alkali, mineral—viz., soda and barilla	£71,344	£71,319	£71,193
Brass and copper manufactures	33,343	33,001	36,913
Coals, cinders, and culm	6,134	17,452	3,308
Iron and steel, wrought and unwrought	30,203	33,017	34,008
Lead	8,771	10,510	5,031
Machinery and millwork	17,709	24,241	17,343
Saltpetre, refined in the United Kingdom	4,570	4,098	4,131
Tin, unwrought	1,251	2,053	679
Tin and pewter wares, and tin plates	8,684	8,703	11,100

Mexican Mails.—The *North*, Royal Mail steamer, has arrived, but her papers not having been delivered until late yesterday, our mining intelligence must necessarily be deferred till next week. She has brought 1,110,000 dols., principally, it is believed, on mining account; the Mexican agency receive 75,000 dols. towards the dividend due April next.

Patent Wire Rope.—There is at the present moment being manufactured by the patentee, Mr. Andrew Smith, of Millwall, four wire ropes, of 1600 feet in length each, for the purpose of suspending the Hungerford Suspension Bridge. They are three and a half inches in diameter, and equal to a strain or weight of about twenty tons upon each rope, and superior in appearance, if not in strength and durability, to the best made hempen cable of ten inches diameter, with less than one-half the weight, and one-third cheaper. The patentee has recently manufactured *one hundred and sixty-nine* miles of patent galvanised wire rope, for the Great Western, Yarmouth and Norwich, and Dublin and Kingstown Railways, to be applied for electrical communications.

Alleged Illegal Working of Mineral Property in Monmouthshire.—In the Vice-Chancellor's Court, on Thursday last, counsel appeared in support of a motion for a special injunction to restrain Daniel Lawrence and Elizabeth his wife, and Thomas Powell, and their workmen, from digging, working, or getting any coal under any of the six pieces called Cendoul Robert, Cendoue Penygare Piece, Caer Defaid, Gwerhel Fell, Gwerhel Shiber Lloyd, and Cais Rhydd, situate in Abercarne manor, Monmouth.—His Honour asked whether the plaintiff's title as lord of the manor was sworn to; whether the working complained of was a violation of the rights of the lord, although the surface of the ground might not be broken; whether those acts were more than customary for the purpose of making the passage that had been agreed on between the parties; and whether notice had been given to the defendants, against whom the motion was now made? which having been replied in the affirmative, he granted the rule.

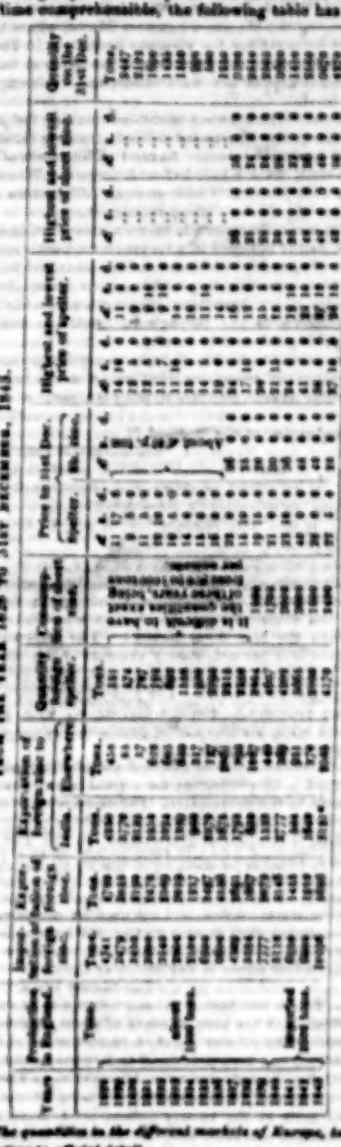
Copper Mines on Lake Superior.—An American correspondent informs us that there hundred and thirty-one cases of copper and lead ore have been discovered in Northern Michigan, bordering on Lake Superior, by an exploring party of miners, and that applications have been made to the United States Government for over 100 permits. Five separate companies, supplied with provisions, ammunition, and other necessaries for seven months (until they can replenish in the spring), are now mining at Copper Harbour, and Presque Isle River. The cost of fitting out these companies was over £20,000.

Railway Committee.—The Select Committee on Railways produced on Friday sennight their second report, from which it is evident there is no intention on the part of Government to throw any obstacles in the way of legitimate investment in this species of national property. Nothing can more clearly show the great confidence in railways, as well as their improving returns, than the fact that in the transactions for the year ended October last, the surplus of receipts over disbursements was nearly 12,000,000l., or nearly 9½ per cent. on the capital invested. The report above referred to, recommends that bills for all competing lines, to each trial before one committee, that such committees be specially appointed, that bills pending which will compete with existing lines, be also specially constituted—such committees to be composed of five members, who shall sign a declaration, to the effect, that their their constituents or themselves have any interest in such lines—that a select committee be appointed to examine which of such bills may be considered competing bills—that the Standing Orders relating to the composition of the committees on private bills, be suspended for the present session; and with this report we have twenty-nine of the present railway bills reported, some of which have been advanced one stage, some two, some opposed, and some unopposed, but in all there is evidently a strong disposition on the part of members of the committee to give the competing interest fair play. Among many reasons as to the inexpediency of Government, in one which is, perhaps, highly probable—viz., that Mr. Gladstone will propose to the committee to make it compulsory for all lines to have at least one third-class day train, connected with other companies, the fares not to exceed 1d. per mile. As much feeling has been expressed as to the facilities given for travelling to the poor—facilities which they have an undoubted right to, on the railroads, by their contracts with Parliament, there all other modes of conveyance off the roads, it is probable such measure may be recommended, and, if so, it ought to be accompanied by one which will remove the per carriage duty from such cars, as only a measure of justice to the companies. From the tenor of the report, it is evident they have nothing to fear inimical to their interests, Government, and, with the exception of a little modification of the Standing Orders, and with a little wholesome caution like the above, tending more to make them popular than otherwise, the Government will make no alterations, such has any which would depreciate railway property.

CONSUMPTION OF ZINC.

The great fluctuations in the price of zinc which have taken place in the past few years, have induced us to enter into an examination as to the causes, and the probable effects which such may have on the metal in question. We now present to our correspondents the result of our observations and investigations made. Upon the year 1837 (excepting the momentary speculation in 1836) which caused the price to advance to 42*l.* per ton) the range of price varied in the London market from 16*l.* to 15*l.* per ton; but, since that period up to the present time, it has gradually risen to 20*l.* to 22*l.* per ton, at which it now is—not to advert to the highest price which it attained in 1841 and 1842 of 48*l.* per ton, the result of exaggerated speculations of the day. This advance of 3*l.* to 7*l.* per ton has caused an augmentation of the exports of Silesia, Belgium, and the Rhenish provinces; England, which possesses rich mines of blende (sulphuret of zinc), has manufactured 2500 tons of spelter—a portion of which has been exported to India, where the duty is 3 per cent. on English manufacture, while 6 per cent. is enforced on foreign spelter. To place in a manner the most concise, and at the same time comprehensible, the following table has been rendered:—

COMPARATIVE TABLE OF THE IMPORTS, EXPORTS, QUANTITY CLEARED, EXISTING PRICES, &c., OF ZINC, FROM THE YEAR 1839 TO 31st DECEMBER, 1843.



* There has been shipped to the Indies of foreign zinc to the amount of 400 tons; English zinc, which sells well, both at Calcutta and Bombay, has the advantage of paying but 3 per cent. on the value; while, in India, the foreign is taxed at 6 per cent. The total quantity exported to India in the year 1843 was 1000 tons. It is estimated that not more than 1000 tons will be exported.

No. I.—*The quantities in the different markets of Europe, in Dec. 31, 1843.*

Silesia, according to official detail	Tons 4000
In route between Breslau and Hamburgh	1000
Ditto between Breslau and Stettin	do.
To Hamburgh	2000
On board ships at Hamburgh, in route for England	600
At London	4270
At Rouen	600
At Stettin	200
Total tons	13,100

Without taking into account what might be on the way to Rouen other than London, Hamburgh, &c., or the production of Dickenhave, 1843.

No. II.—*Presumed production for 1844.*

There has been exported from the interior of Silesia, from December, 1842, to December, 1843, 215,000 qs. =	Tons 13,750
In December there was not a small quantity delivered at Breslau, which leads to the belief that the production of one month had been kept back or intercepted by the frost	1,250
Total production of Silesia in 1843	Tons 17000

There is every reason to believe that the productions of this country will increase from 2000 to 3000 tons, and more for 1844—we will admit it at

Tons	19,000
Cracow	1,500
Prussia	1,500
Dutch Limburg	1,500
Belgium and Prussia	2,500
Total tons	25,000
Total quantities in the market on Dec. 31, 1843 (see No. I.)	13,100
Deficiency for close and commencement of 1844	Tons 11,900

No. III.—*Supposed consumption for 1844.*

England	Tons 8000
East Indies	2000
France	2500
Russia	800
Prussia	2000
Belgium	2200
America	300
Austria and other countries	1000
Total tons	20,800
If the consumption is calculated to 1st May, 1844, we must add one third to it	6,900
Total consumption	Tons 31,100

A further deduction may be made of 6500 tons for the consumption of the four first months of 1845, which will leave 17,500 tons disposable for the shipping of 1845, without estimating the production of the four first months of this year.

According to these calculations, the stock, on 31st December, 1844, being 24,600 tons; as regards the 13,100 tons to 31st December, 1843, it is evident the consumption has not kept pace with the increased production. It will be necessary to establish an equilibrium, either to reduce the manufacture or by lowering the price, to increase the consumption. We conclude by observing, that England, who, since 1839, has increased her demand to above 1000 tons, is at present stationary, and that if Prussia progresses a greater demand, by the establishment of new factories, as the other and Prussia (the greatest market for zinc), which shows on an average for 1836, 1837, and 1838, an importation of 5400 tons, 1839 shows giving 11,000.

DUBLIN AND CLONEL RAILWAY COMPANY.—A prospectus and the engineer's report are before the public, for a line of railway from Dublin to Clonel, being the first division of a main trunk to the south and westward of Ireland. The advertisement, explanatory of the objects of the company, will be found in our advertising columns, and, anxious as we have always been to see the railway system fully developed in Ireland, convinced as we are of the benefits which it would confer on the population, we shall confine it at length to our next Number.

PROCEEDINGS OF PUBLIC COMPANIES.

WEST LONDON RAILWAY.

The half-yearly meeting of this company was held at the offices, in Abchurch-lane, on Wednesday, the 6th inst., and was numerously attended.—The chair having been taken by JAMES WHITCHURCH, Esq., the notice convening the meeting was read by Mr. T. BROOKS, in the absence of the secretary.—The CHAIRMAN having made some lengthy observations on the benefits likely to be derived from the extension of their line (for which object this meeting was made special) from Kensington to Knightsbridge, called on the solicitor of the company to read the following

REPORT.

The proprietors were informed at the half-yearly general meeting held on the 6th of September last, that the opening of the line would probably take place in the ensuing spring, when it was hoped it would at once be brought into profitable operation. The directors know now the satisfaction to state that the works on the line being now nearly complete, and the other requisite arrangements made, they can confidently appoint the 1st of May next for the opening. The directors rely in a statement of receipts and disbursements to the 31st of December last, in pursuance of the Act of Incorporation of the Company.

RECEIPTS.

Receipts to June 30, as per statement submitted to the last half-yearly general meeting £126,666 18 2½

To Dec. 31.—Calls and interest on original shares £510 0 0
Ditto ditto on preferred shares of the first class 1666 13 10
Loans on debentures 3000 0 0
Rent of land and cottages £110 2 10
Less ground rents, expenses, repairs, &c. ..... 33 3 2— 76 19 8
Kensington Canal—Tolls, rents, & wharfage £121 10 1
Less expenses ..... 32 2 2— 89 15 4— 14,252 13 10

Total receipts to Dec. 31, 1843 ..... £141,666 12 0½

DISBURSEMENTS.

To June 30, as per statement submitted to the last half-yearly general meeting £129,967 5 3

To Dec. 31.—Land and compensation £2966 15 4
Works £2233 14 9
Sums deposited with Grand Junction Water-Works Company and Commissioners of Metropolis Roads, on account of works, 3000 0 0—1233 14 9
Kensington Canal (in further payment of purchase of) 433 7 9
Kensington Canal repairs 476 12 11
Repairs of houses in Warwick-road, &c. 93 1 0
Engineering and Surveying 267 6 6
Debenture stamps, brokerage, &c. 36 11 0
Interest on loans and calls paid in advance 139 0 9
Directors' allowance 139 16 6
Secretary's and clerk's salaries, office expenses, including rent, &c. 263 4 0
Printing and Stationery 14 16 11½
Advertisements 49 10 0
General and miscellaneous expenses 45 1 10
Rates and taxes ..... 34 10 9— 15,899 10 11½
Balance in hand 1,799 7 10

£141,666 12 0½

The present meeting has been made special by the directors, for the purpose of considering the expediency of extending the railway to Knightsbridge, and, if such extension shall be deemed expedient, to determine upon the steps to be taken for making such extension, and also to determine upon raising the remaining sum of 12,000*l.*, or any part thereof, authorized by the company's amended Act to be raised in shares, by the creation and issue of such and so many new shares of 20*l.* each, at such prices, and on such terms, as the meeting shall think proper. The proprietors are aware, that the extension of the line to Knightsbridge has always been considered of the utmost value to the undertaking, and the directors propose for the consideration of the meeting a plan for effecting that most important object. They propose, therefore, to take the necessary powers to enable them to proceed with such plan.

With regard to the sum of 12,000*l.*, the directors recommend that power be given them to raise that sum, by the creation and issue of shares to that amount, as authorised by the company's amended Act of Parliament, to be issued to shareholders and the public as the directors shall deem it expedient, it being intended to apply the proceeds of such shares in diminution of the sum authorized to be raised by debentures. The three directors who go out of office by rotation are Mr. Morgan, Mr. Alexander, and Sir John Scott Lillie.

From the balance sheet it appeared that the receipts since the commencement had been 191,926*l.*, and the payments 189,227*l.*—leaving a balance of 1799*l.* in favour of the company.—After some observations on the benefits to be derived by the proposed extension to Knightsbridge, in which the Chairman, Mr. Gilbertson (a non-proprietor), Mr. Webster, Mr. Burge, Mr. Cranford, and others, took part, the report was adopted unanimously.—A string of resolutions were read by the CHAIRMAN (for detail of which see advertisement), which were unanimously adopted, by which a sum of 120,000*l.*, in 6000 shares of 20*l.* each, was agreed to be raised for the Knightsbridge extension.—A resolution was also passed for applying to Parliament to extend the line to Knightsbridge, and another for allowing 600*l.* a year to the directors for their future services.—Mr. Morgan and Mr. Alexander having been re-elected directors, a vote of thanks was passed to the chairman and directors, for their valuable services, when the business terminated.

LONDON AND CROYDON RAILWAY.

The half-yearly general meeting of the shareholders was held at the station, London-bridge, on Thursday, the 7th instant, WM. A. WILKINSON, Esq., in the chair.—From the directors' report it appeared, that, although the present traffic on the line was almost stationary, on the completion of the branch to the Bricklayers' Arms, it was the intention of the directors materially to reduce the fares, and increase, to the utmost degree possible, the comforts and convenience of passengers, by more frequent trains, and other modifications of the existing system; they had every confidence in the result, and that a large increase of traffic would recompense them for the outlay. Under the present high rate of fares, they felt it would be useless to attempt any alteration; but, from the present state of the works, it was anticipated that the branch to the Bricklayers' Arms would be open by May next. The negotiation with the Greenwich Company, as to the reduction of tolls, had ceased, and there appeared no disposition to re-open the matter.—Mr. WILKINSON hinted at a probability of a lease of the Greenwich line being taken by the Croydon Company, if it could be obtained on reasonable terms, and that the formerly proposed leasing of the Croydon line to the South-Eastern was not now likely to take place, as the prominent advantages of the former line were likely to be greater than what would arise from such measure. The projected line from Chatham was supported by the Croydon Company, who, after its junction with their line, and the Brighton, they proposed to allow its trains to pass toll free until the shareholders receive 4 per cent.—A dividend of 2*s.* per share was declared, the balances of profit for the half-year being 14,459*l.* 18*s.* 11½*d.*—The report and accounts were adopted, and thanks having been voted to the chairman, the meeting separated.

GREAT LUINGVER AND MUNSTER RAILWAY.

A special meeting of this company was held at the office of Mr. HOBY, 63, Moorgate-street, on Thursday, the 7th instant, for the purpose of adopting measures to protect the interest of the shareholders in this undertaking.—BENJAMIN SHAW, Esq., having been voted to the chair, Mr. HOBY (the secretary) read the notice convening the meeting, and said that the requisition was signed by forty-eight proprietors, holding upwards of 1300 shares. He stated that the directors of the company having retired by lapse of time, and there being none appointed, he thought it his duty, under present circumstances, to convene this meeting. They were not at present prepared with names for directors, but a committee could be nominated to watch the interest of the shareholders in the mean time, and who could report to a special meeting the result of their negotiations with the Cashel Railway provisional directors, or with the Government, from which they looked for compensation for the outlay they had at present incurred.—The CHAIRMAN stated that he had been to Dublin, and had an interview with the Cashel board, with a view that they should amalgamate with that company, who would require part of their line, as surveyed under the Act of Incorporation, on the terms that the proprietors who had paid up their 5*l.* per share, and the scrip holders their 2*l.* 10*s.*, should be put on the same footing in the Cashel Railway; but he was informed that the proposition could not be entertained. As their Act was gazetted till 1847, and as he considered the Cashel Railway would not pay, unless a portion of this (the Dublin and Kilkenny) line were adopted, he thought there was still a prospect of a successful negotiation with the Cashel Railway; if not, he considered the present Government were bound to see justice done to the proprietors of the Great Leinster Company for the outlay they had incurred, and which had been delayed hitherto from progressing, in consequence of the late Government having resolved to make railways in Ireland a national undertaking, instead of leaving them to commercial enterprise.—Mr. SOUTHE said, that if the Cashel branch were formed, and the Great Western Railway continued on to Bristol, it would bring the city of Cashel and the metropolis within seventeen hours journey.—The CHAIRMAN thought there was no prospect of the Cashel Railway paying without their line, as the traffic between Dublin and Kilkenny was of the greatest importance.—From the conference, founded on the negotiation, and submitted by Mr. HOBY, it appeared that the Act of Incorporation for this (the Great Leinster) Company was obtained in the year 1836, and that 600,000*l.* was subscribed for, and calls to the extent of 95,000*l.* paid, when the late Government caused the company to stop short, and be dormant, through their resolution to make railways in Ireland a national undertaking.

After considerable discussion, a short resolution was passed, confirmatory of the other resolutions, appointing a committee to negotiate with the Cashel Railway directors, and with the Government, to order that justice might be done to the shareholders of this company (the Great Leinster and Munster Railway), and was agreed to unanimously.—The committee was composed of the following gentlemen:—Messrs. Parnell, Bromick, Shaw (the chairman); Hoby, the Clerks, Wards, Lawden, Smythe, and Lowe, who were to have full powers over the cash balance, sent to call for all books, maps, &c., necessary for their committee, and to report to a special meeting hereafter.

DUBLIN AND DROGHEDA RAILWAY COMPANY.

The half-yearly general meeting of the shareholders in this company was held at the company's rooms, Marlborough street, Dublin, on Thursday, the 29th ult.—G. HOYTE, Esq., in the chair.—The directors' report stated that the opinion of the directors was decidedly that the entire cost of the line, including everything but stations and stock, would not exceed 14,000*l.* per mile—that the principal works were already completed, and a great portion of the permanent way laid down; that 200*l.*, or 300*l.* per mile would cover them expenses; and that the line would be open for traffic in about two months, unless prevented by some unforeseen circumstances. The report further stated that the directors felt it their duty to provide suitable accommodation for all classes of passengers, and had decided to have third-class carriages covered, and second and first with increased proportionate comfort, and that it would be to the interest of the shareholders to fix the fares at a moderate scale. With respect to the accounts, the directors recommended that a sum should be borrowed for temporary purposes, under security of the seal of the company.—Mr. M'NEILL (the engineer) read his report, which stated that the new plan he had adopted for laying the sleepers and rails, which was entirely different to any hitherto adopted, had answered most satisfactorily, and would prevent all lateral or vibratory motion at high velocities.—The report was then adopted, a resolution passed, empowering the directors to borrow 70,000*l.*, and thanks having been voted to the chairman, directors, and engineer, the meeting separated.

HULL AND SELBY RAILWAY COMPANY.

The half-yearly meeting of shareholders was held at Hull, on Friday, the 1st inst.—H. BROADLEY, Esq., in the chair.—Mr. LOCKING (the secretary) read the report, from which it appeared that the total number of passengers who had travelled on the line had been 105,787, producing 12,466*l.* 12*s.* 9*d.* The accounts showed that the total receipts had been 29,066*l.* 6*s.* 1*d.*, and there was a balance in favour of the company of 11,220*l.* 7*s.* 10*d.*, from which the directors recommended a dividend of 27*s.* 6*d.* per share, payable on the 10th March. As stated in the last report, the increase in merchandise traffic had required fifty more waggons, which had been completed. The report further referred to the union of the Manchester and Leeds line with this; by agreement this company was to receive 16*l.* 3*s.* out of every 100*l.* net profit made by the united companies, and contribute to that extent to all future works, which arrangement was expected to be mutually advantageous to the companies. The number of directors was reduced to nine, and since the last meeting Messrs. Kirk, Graham, and Sykes had resigned in consequence. The report concluded, by congratulating the proprietors on their future prospects, and being unanimously received and adopted, thanks were voted to the chairman, and the meeting separated.

LONDON AND WESTMINSTER BANK.

The annual meeting of the proprietors was held at the bank, in Lothbury, on Wednesday, the 6th inst., P. M. STEWART, Esq., M.P., in the chair.—The CHAIRMAN, in opening the business, alluded to the circumstance of their being the first joint-stock bank established in London, and, notwithstanding they had had to encounter all the burdens consequent on the formidable opposition raised against them, he could not but congratulate his fellow-proprietors in having overcome this opposition, and on their successful career during the ten years they had been in existence. The reserve fund had been annually increased, and now amounted to 66,672*l.*, and they had paid 300,000*l.* in dividends. He trusted when the restrictions under which joint-stock banks laboured were removed, and they had received those rights and privileges which, as banking establishments, they were entitled to, an increased prosperity would be the result.—The SECRETARY then read the following

REPORT.

The directors have the pleasure of proceeding to the shareholders their fourth annual report. The net profits of the past year, after defraying all the current expenses, paying the income tax, and making provision for all bad and doubtful debts, amount to 51,000*l.* 3*s.* 7*d.* Out of these profits the directors paid last September a dividend, at the rate of 6 per cent. per annum, for the half-year ending the 30th June, and they now declare a dividend, at the same rate, for the half-year ending the 31st of December. After the payment of these dividends, amounting together to 48,000*l.*, there will remain, from the profits of the year, a surplus of 3,000*l.* 3*s.* 7*d.*, which, added to the reserved fund, makes the present amount 66,672*l.* 16*s.* 3*d.* Throughout the whole of last year money was exceedingly abundant, and consequently cheap; but although a low value of money affects most severely those banks which have the largest paid-up capital, and which have been so managed as to retain the full command of their funds; yet the directors did not suffer the desire of obtaining a higher rate of interest, to betray them into advances upon doubtful or inconvertible securities. As the speech from the throne has called the attention of Parliament to "the state of the law with regard to the privileges of the Bank of England and to other banking establishments," the directors have co-operated with the representatives of other joint stock banks in bringing under the consideration of the Government the defects of the laws relating to banking companies, which they feel confident the legislature will not refuse to remedy. The three directors who go out by rotation this year, are Frederick Hurmester, Esq., Henry Harvey, Esq., and P. M. Stewart, Esq., M.P., who, being eligible, offer themselves for re-election.

Dr. *Profit and Loss.*

Payment of the dividend on the 30th September, 1843, at the rate of 6 per cent. per annum, for the half-year ending 30th June	£24,000 0 0
Payment of the dividend now declared, at the rate of 6 per cent. per annum, for the half-year ending 31st December, 1843	24,000 0 0
Balance of unappropriated profits	66,672 16 3
Total	£114,672 16 3

Cr.

Balance of unappropriated profits, on 31st December, 1842	£63,669 10 10
Net profits of the year 1843, after defraying the total expense of management, paying the income tax, and making provision for all bad and doubtful debts	51,003 5 5
Total	£114,672 16 3

Mr. JOSHUA WALKER moved the adoption of the report, which was seconded by Mr. MAWDSLEY, and carried unanimously.—Mr. P. M. Stewart, Mr. F. Harmester, and Mr. H. Harvey, were re-elected directors, and thanks having been voted to the managers, with the other officers of the bank, and the chairman, the meeting separated.

BRITISH COLONIAL BANK AND LOAN COMPANY.

The second meeting of this company took place at the bank, in Moorgate-street, on Wednesday, the 6th inst.—The chair was taken by Sir HENRY COMPTON.—The advertisement convening the meeting having been read, Mr. BUTLER (the manager), read the report of the directors, from which it appeared that the loans of the company amounted to 257,978*l.*, out of which 70,000*l.* had been cancelled, and one debenture for 1000*l.* at 7 per cent. had been granted, agreeably to a plan recommended at the last meeting. The directors had considerably reduced the liabilities; the drafts on the manager at Sydney for 13,000*l.* had been duly paid; and the loans in London had been reduced from 19,000*l.* to 10511*l.* 4*s.* 6*d.*, which had been liquidated since Jan. The dividend at the rate of 6 per cent. per annum declared by anticipation in June last, had been duly paid, and a balance was left applicable to a small dividend, but, in the present distressed state of the colony of New South Wales, the directors could not advise the payment of any dividend for the half-year ending December last.—After some considerable discussion, principally on the manner of keeping the accounts, in which the chairman, Mr. Gregory, Mr. Duke, Mr. Flower, Mr. Rhodes, Mr. Percival, Mr. Jackson, and others took part, the report was adopted on the motion of Mr. DUKE, seconded by the Rev. Mr. HINTON, but on the condition that a detailed account of interest, &c., for the years 1841, 1842, and 1843 should be made out, and sent round to the proprietors.—The CHAIRMAN informed the meeting that Lord Stanley had signified, by letter, that it was not the intention of the Government to grant them a charter.—It was moved by Mr. PERCIVAL, and seconded by Mr. RHODES, that the thanks of the meeting be given to the chairman and directors, which was agreed to unanimously, and the meeting separated.

NEW ZEALAND SOCIETY.

The first annual meeting of the subscribers to this highly national, though at present infant, society was held at the offices, 56, Old Broad street, on Wednesday, the 6th instant. The society was formed by a number of holders of land in the colony, and friends of the colonists themselves, to support and promote their interests, to come forward as advocates to the legislature in behalf of systematic colonization, and such measures as will be likely to delineate the resources of one of the most promising possessions which England possesses. On this occasion JOHN WATSON, Esq., took the chair.

The CHAIRMAN having called the attention of the meeting to the extent of the business they would have to transact, as laid down in the rules adopted at the society's formation, called upon Mr. W. BARNARD (the secretary) to read the report, which stated the motives of the formation of the society—to watch over and protect the general interests of the landowners, the colonists, and the natives of New Zealand—to support both Governments, the New Zealand Company, and the public, the adoption of such measures as may be deemed useful to the colony—and to collect, record, and circulate accurate information respecting the colony, its condition, resources, and prospects. It then alluded to the happy results which were likely to ensue from the consent of the Earl of Devon to become president of the society, Sir Edward Chetham, K.C.B., vice-president, and the appointment by the Government of an accomplished and zealous officer, in the person of Capt. Fitzroy, to be governor of New Zealand. The report concluded an anticipation that the single grant of that country, the phormium tenax, or New Zealand flax, would, by itself, constitute an article of commerce sufficient to employ a vast amount of labour and capital—touched upon the unfortunate contest with the natives in Cloudy Bay—and concluded by expressing a well-founded hope, that the natives had now seen good, and that the future prosperity of the colony might be looked to with perfect confidence. It was confidently anticipated, that another year would see a vast increase to their numbers—representing, as the society did, so large a number, and such extensive interests, and that they should be also eventually most successful in carrying out the intentions for

which the society was instituted.—The report was then unanimously adopted, and ordered to be printed and circulated among the subscribers, and the accounts were received.—On the motion for the election of twenty gentlemen to form the committee for the ensuing year, eighteen of the previous committee were re-elected, and two of them having retired, Mr. Halswell and Captain Wilson were unanimously elected.—Previous to the last resolution, Mr. Clark said he trusted the re-election of the committee was not considered as a mere matter of form. When he looked back to the proceedings of the past year, although he could give credit for considerable zeal, there had not been that unanimity of feeling which he could have wished, and he believed the principal cause was a sort of delicacy towards the New Zealand Company. He trusted he should see more firmness in this society in advocating the cause of the colony, for the New Zealand Company had certainly not done their duty by the upright, honourable, and honest men who, four years ago, had left their homes to colonise that distant country, and had not had their claims settled yet; it was the duty of this committee to see who was to blame, but he believed there was a want of decision and firmness in the New Zealand Company to carry out their original intentions.—Mr. Rundall concurred in all that had fallen from Mr. Clark, and said he had been informed that Mr. Baldwin, M.P., had consented to withdraw the petition which he had been intreated to present to Parliament until the feelings of the New Zealand Company should be known on the subject.—It was, however, explained, that the petition had been ordered to lie on the table, and that he had postponed his questions to the Colonial Secretary for a fortnight, to enable that Minister to consult his colleagues in the Government as to what steps would be taken.—The Chairman concurred also in what had fallen from Mr. Clark, and considered they were bound to express their sentiments boldly, and not be interfered with by any individual, or body of men; if any delay took place in the presentation of the petition, he should make it his business, as the organ of the committee, to inquire the reason, and report accordingly.—Mr. Clark was then elected an auditor, and Mr. Bridges was unanimously requested to continue in the office of secretary, which that gentleman consented to, with thanks for the kind manner in which his humble efforts had been received.

Mr. Evershed then congratulated the society and the public that the press began to see the necessity and importance of colonisation. He proposed a vote of thanks to that portion of the press who appeared among them on that occasion, and that body at large.—Mr. Clark, in cordially seconding the motion, noticed the great obligation which attached to all public bodies, and how necessary it was that the press should lay before the public an impartial report of their proceedings—in this case, not merely as regards themselves, as land-holders in New Zealand, but as to the great importance to the nation at large of carrying out extensive and systematic colonisation. He thanked them for what they had done, and, when he looked at the present state of the population, he trusted they would do still more to the utmost of their power.—The Chairman was happy to see the press take up the cause of colonisation; he was sure that, where societies conducted their proceedings properly, they had nothing to fear from those proceedings being made public—on the contrary, it had the means of correcting any errors into which they might fall; it was when there was fear of issues being exposed by its powerful aid that its members were refused admittance.—The resolution was carried unanimously.—Votes of thanks were then passed to the Earl of Devon (*as president*), Sir E. Cotthom (*vice-president*), and the chairman, who returned thanks, and the meeting broke up.

THE THAMES TUNNEL.

The second meeting of the proprietors of shares in this undertaking was held at the London Tavern, on Tuesday, the 5th inst., for the purpose of receiving a report from the directors relative to the affairs of the company, the election of directors who had gone out of office by rotation, &c.—Benjamin Hawes, Esq., in the chair.—The advertisement convening the meeting having been read, the Chairman said that personal to, he might say, antient custom, the directors had to meet the proprietors. The tunnel had, as expected at the last annual meeting, been opened on the 25th of March, and it had since been honoured by a visit from her Majesty, Prince Albert, and many distinguished noblemen, foreigners, and scientific men, all of whom had expressed their admiration of the work. Since the tunnel had been opened for passengers, upwards of two millions of persons had passed through it. The directors had turned their attention to the production of expenditure, and it would be satisfactory to know that in the atmosphere of the tunnel very little difference existed to that above. The directors had reduced their own salaries, and, if the sum now received by them was considered objectionable, they were ready to give it up—but gratuitous services were not the best. The total savings that were contemplated could be about 500*l.* per annum. Upon examination, it was found that the water now in the tunnel was solely from land springs, and the I. Brunel was of opinion that those springs would [illegible] dried up. The traffic for the sale of sweet goods under the Thames, had realised last year 670*l.*, and on the anniversary of the opening of the tunnel it was intended to have a fancy fair, with music, &c.

Mr. Wilmer said, that only one or two hours since he had quitted the works of the tunnel, and never did he see a drawing more perfect—everything was in the most perfect order possible. As to the springs, it was a most interesting, and not hastily worthy of observation. As to the steps mentioned by the chairman, he was exceedingly pleased, and not a little surprised at their most appropriate. In relation to the atmosphere complained of, to him it was most delightful; so far as he was able to judge it was about 61°. He regretted much that the old shield was to be thrown away—that shield that had produced such a wonderful work, which, instead of being worth its weight in old iron, in his opinion, ought to be worth that in copper. He understood it was offered to their talented engineer to take it away, but, as it was 100 tons in weight, he refused; this was told him by a young engineer going to India, and the man who intended the exhibition was very intelligent in his description of the mode of working the shield.—The Chairman: That is one of our old relics.—Mr. Wilmer observed, that as to allowing the directors something, he perfectly agreed with the chairman, for he thought unpaid services were the worst of all services. It was necessary that there should be something like an inducement, however little, to congregate a board of directors, without which it would require something like a talismanic influence to get them to attend regularly. He thought the proprietors were very greatly indebted to the directors, and the very best proof of it was, that if it were not so, they would have seen that room full of proprietors, instead of as small a number being present.—Mr. Cameron (the clerk of the company) then read the following report.

"The directors on the present occasion have to report, that, agreeably to the resolutions that were at the last meeting, the tunnel was opened as a public thoroughfare on the 25th of March, 1843. On the first day upwards of 1200 persons visited it in the morning, and 7,362 persons have passed through the tunnel since that period; and the sum thereby received, at the rate previously resolved to be 1*d.* for each person, exclusive of persons favoured with passes, and the taking of coins of the realm issued therein, has already produced the sum of 30*l.* 13*s.* and 6*d.*, as may be seen by the receipt in hand, one of the counterparts of which, signed by the treasurer, is delivered to each of the proprietors present. The directors have also the satisfaction of reporting, that her Majesty and his Royal Highness Prince Albert, accompanied by a numerous suite of distinguished foreigners, were graciously pleased to visit the Thames Tunnel in their barge, and to express their great admiration of the wonderful undertaking; the royal party landed and embarked at the floating pier, opposite to the commercial street of Wapping, a spot of which a model of the entrance to the tunnel, and of the surrounding buildings, was also a most gratifying object to the royal visitors, as they were pleased to express themselves. There other many proofs of great interest and admiration exhibited, the practicability of forming a communication for carriages and foot passengers under a deep tidal river, of such importance to the metropolis, has been fully proved; and the vast numbers who have already passed through, and who continue to visit and employ to great advantage a 3*d.* boat across the river, evidence of the public in the east, as a resort to the districts, south of the tunnel, must be the chief support of the undertaking.

"Since the last general meeting, the opening of the tunnel, and it was thought to display to the public more to advantage, the directors have considered it desirable to have such arrangements with the proprietors, who have hitherto received the whole of the tolls, as will allow of the approximation which formerly took place between them, by which means the public will be relieved from the payment of 1*d.* each person, and the proprietors will receive the same amount as heretofore. The directors have, therefore, made the following arrangements with the proprietors, which have already been carried into effect, and which they report for the information of the meeting.

"The Chairman, in submitting that the report be received, approved, and entered on the minutes, said he was glad the subject of the admirable shield had been noticed, though it was of little value to them but as old iron. A person had given them 40*l.* a year to show it to the public, it was, however, still the property of the company.—Mr. Wilmer was astonished to think was realised by the shops, as they appeared on view to combine, and was afraid they paid too high a rent.—A Director: They only pay us 1*s.* a day; they would have to pay much more to a tenant.—The Chairman said, the two floating piers that had been erected one at the suggestion of two companies, one of landowners, the other of watermen at the Tunnel. The latter applied to the company, and were allowed to rent part of the wharf at Wapping, at a rent of 40*l.* per annum; another side of the said wharf, which was at present not occupied by the company, was let at 90*l.* a year.

Mr. Lancashire asked if there was any prospect of a dividend?—The Chairman replied, that it was a very natural question, and he should be happy to give them an early prospect of one, but they must recollect the debt they had to pay, as it was doubtful whether it would be given to them by the Government; however, the interest was only first at about 2½ per cent. He could not help expressing how much they were indebted to every shareholder for the assistance they had already received, as, from the highest to the lowest, they had met with the greatest attention, and the supply of money was so prompt, that it was always granted without a moment's hesitation; they applied one week, and generally got it the following. He hoped the Government would consider the interest of the proprietors, who had embarked so much capital in this undertaking, and that something would be hereafter done for their advantage.—A Proprietor asked if any offer of the tunnel was made to Government?—A Director: Not at all; we have wish to complete the works for carriages, if we can get the money.—Mr. Vaughan said he was very glad to hear so favourable a report, and he regretted their funds compelled them to dispense with the services of so many valuable officers. He had individually met from them all the greatest courtesy, and he hoped, wherever they went, they would succeed in some new occupations.—Mr. Charlton then read the accounts, which were laid on the table.—Mr. Lancashire said the law expenses seemed rather high.—The Chairman observed, that every time they went for money, they had to pay the Government solicitor and their own. Besides, it included charges for a case settled by arbitration, instead of going to law, by which they had saved considerably; but we on great deal for securing the services of a solicitor, but the hon. proprietor might rely that the directors would keep down every expense as much as possible.—On the motion of Mr. Lewis Wilson, seconded by Mr. Windus, William Allen, Daniel Sutton, and F. W. Austen, Esqs., were re-elected directors.—The Chairman then suggested that the cordial congratulation of the proprietors be expressed to Sir Mark Isambard Brunel, on the completion of the tunnel, designed by him, and carried into effect with so much ingenuity, talent, and ability. As their able engineer was now an invalid, a resolution of this sort would be very gratifying to his mind. (Hear.)—The resolution was proposed by Mr. Windus, who said their talented engineer had certainly accomplished the most stupendous work, if not the first, in history; for, some years ago, Semiramis, Queen of Babylon, 652 B.C. 8 thousand under the Euphrates, a river as large as the Thames, to a palace on the other side of the river, but there was no account of traffic having been carried on, as it appeared to be only a passage from one palace to another.—Mr. Vaughan said he had great pleasure in seconding the resolution, for he had known Sir M. I. Brunel in America in the year 1798—for whom he had always entertained the kindest regard as an individual, and the greatest respect for his talents.—The Chairman observed, that, when the work was entered on, that gentleman was to have 10,000*l.* on the completion of the tunnel, but he had relinquished the original agreement, and left it entirely to the discretion and liberality of the company.—The resolution was then passed with acclamation.—The Chairman here observed, that a fancy fair would be held on the anniversary of the completion of the tunnel, which he hoped would be [illegible] successful, on the 25th inst.—A vote of thanks was also passed unanimously to Mr. Page, the acting engineer.—Mr. Page returned thanks, and said the completion of such a work had afforded a good school for future engineers, the benefit of which would be seen, no doubt, in works hereafter to be executed.—The Chairman was proud to say, that the talent exemplified by Mr. Page had been appreciated by the Government, who had employed him in the work of embanking the Thames.

Mr. Brown (a director) proposed a vote of thanks to Mr. Cheverton (the artist of the company). It must have been known to every proprietor how much the well being of the company had depended on the ability and courtesy of this gentleman, who, for nearly ten years, had been such an efficient servant of the company. He regretted that the valuable services of Mr. Cheverton were to be lost to the company, by his being ordered to refund the Controller-general Department.—Mr. Windus seconded the motion, which was agreed to unanimously.—Mr. Cheverton begged to return his sincere thanks for the honour done him, and hoped the tunnel would hereafter amply remunerate the proprietors and the Government, though, in the words of a military phrase, it was a *forlorn hope* at present, yet he still trusted that ultimately the main body—viz., the proprietors, would meet with that success which they unquestionably contemplated.—Mr. Windus then proposed a vote of thanks to the directors, which was seconded by Mr. Vaughan, and carried unanimously.—The Chairman returned thanks for himself and colleagues.—On a vote of thanks being passed to the chairman, he said the directors and himself would never desert the tunnel, which had brought them honour, if not money, and he hoped when they met again, it would be under much brighter circumstances.—The meeting then separated.

PARIS AND STRASBURG RAILWAY.

A proposal for a line of railway from Paris to Strasburg, through Meaux, Chalons, and Nancy, is now before the public, the London committee consisting of six gentlemen whose names stand high in the commercial world, and are a pretty safe guarantee for the *bona fide* carrying out of the work.

Conformably with the law of the 11th of June, 1842, the Government have decided on the forwarding, and, as with the other French lines, the land will be purchased, and the earthworks, tunnels, bridges, &c., executed by Government, and a lease of the line then made to the company—the investment being limited to the laying of the road, laying the rails, with sufficient capital for working the line, by providing engines, carriages, &c. Negociations have been entered into for the lease, and the provisional committee are engineering to obtain its immediate execution. The district through which this line will run, its agricultural, commercial, and manufacturing resources, are fifteen of the richest provinces of France, abounding in wines, forests, collieries, iron works, salts, and factories—while the intermediate traffic is considered to be greater than that of any other part of France, the several trade passing between Paris and Strasburg being estimated at 120,000 French tons, while the various navigations embrace double that amount, the total land revenue being equal to 12,000,000*l.* sterling—double that of the whole kingdom of Belgium.

The amount of the capital is proposed to be raised in 80,000 shares, of 12*l.* 10*s.* each, shares of 100*l.* each—and half each country to be raised in England, in Paris, shares; the instalments to be at present, at 5 per cent., from the date of the opening of the line—and parties paying their calls in England will be entitled to an extra profit, who may receive on the exchange of 25*l.* per 11. sterling; facilities of transfer are to be enabled in the manner of debentures; and, for the management of the company, a board of direction will sit at Paris, attended by an English director, who will regularly communicate with corresponding to the English directors, at the office to be established in London. A plan is laid down in the prospectus for the appropriation of the profits; and in the event of the company not being successful, the deposit money (10*l.* a share) is to be returned, but will not interest—the proprietors, in that case, bearing the whole expenses.—Such is the outline of the prospectus; and when it is mentioned that the proposed line not only traverses the richest parts of France, but, in addition to forming international communication with Switzerland, is a commercial view, by the port of St Ives and Paris, with Austria, Bavaria, Wurtemberg, Saxony, Prussia, Northern, and the Baltic, there is every probability the undertaking will be a lucrative one. The city of Strasburg is already the point of departure to and from the thirteen provinces, and the point on which the German railways will converge; and, as traffic has in every case increased in a ratio proportionate with the development of railways communication, the carrying out a comprehensive system, such as is proposed, by uniting the several kingdoms and states on the continent of Europe, and on the same terms proposed by the French Government, will no doubt prove a profitable speculation to the proprietors.

The Aston Lime Works.—The Old Oak Limeworks near Wem, in the Corbeton Valley, are recent operations on leasing basis. The land upon our most successfully put into train under the vice-direction and management of Mr. Isaac Dixon Clemson manager of the Limeworks near Wrington, who has superintended the whole of the erections on the Oakwood, and who has successfully applied extensive water for the purposes of the Oakwood, and other works in connexion therewith. The first pack of lime from the Oakwood, Corbeton was Mr. J. Jones's. This subject is one of much importance to agriculture and commerce in this district, that we think it a duty [illegible] to advert to it, in order that experiments arising from the information may first be made, with a view to ascertain the requirements of the soil, previous to proportion-dressing extensively, and requiring further information as to the exact mode of burning the carriage way dressings—and also, as to the probable returns for such an outlay; suggesting the many districts in a similar way to enable the proprietors, as well as the Government, to form a correct judgment as to the expediency of carrying the plan into execution. Your directors have to express their regret that they are likely to lose the valuable services of the present clerk of the company, Mr. Chester, he having received letters from the Treasury authorities for holding himself in readiness to proceed abroad, to report the Commercial Department; the board have, in consequence, appointed Mr. Blundell, as probationer, to succeed Mr. Chester, as clerk of the company, on his retirement.

The statement of receipts and expenditure of the year, which ended on the 31st of December, 1843, together with a general balance sheet, have been prepared, and are now submitted, for the information of this meeting.

The Chairman, in submitting that the report be received, approved, and entered on the minutes, said he was glad the subject of the admirable shield had been noticed, though it was of little value to them but as old iron. A person had given them 40*l.* a year to show it to the public, it was, however, still the property of the company.—Mr. Windus was astonished to think was realised by the shops, as they appeared on view to combine, and was afraid they paid too high a rent.—A Director: They only pay us 1*s.* a day; they would have to pay much more to a tenant.—The Chairman said, the two floating piers that had been erected one at the suggestion of two companies, one of landowners, the other of watermen at the Tunnel. The latter applied to the company, and were allowed to rent part of the wharf at Wapping, at a rent of 40*l.* per annum; another side of the said wharf, which was at present not occupied by the company, was let at 90*l.* a year.

Mr. Lancashire asked if there was any prospect of a dividend?—The Chairman replied, that it was a very natural question, and he should be happy to give them an early prospect of one, but they must recollect the debt they had to pay, as it was doubtful whether it would be given to them by the Government; however, the interest was only first at about 2½ per cent. He could not help expressing how much they were indebted to every shareholder for the assistance they had already received, as, from the highest to the lowest, they had met with the greatest attention, and the supply of money was so prompt, that it was always granted without a moment's hesitation; they applied one week, and generally got it the following. He hoped the Government would consider the interest of the proprietors, who had embarked so much capital in this undertaking, and that something would be hereafter done for their advantage.—A Proprietor asked if any offer of the tunnel was made to Government?—A Director: Not at all; we have wish to complete the works for carriages, if we can get the money.—Mr. Vaughan said he was very glad to hear so favourable a report, and he regretted their funds compelled them to dispense with the services of so many valuable officers. He had individually met from them all the greatest courtesy, and he hoped, wherever they went, they would succeed in some new occupations.—Mr. Charlton then read the accounts, which were laid on the table.—Mr. Lancashire said the law expenses seemed rather high.—The Chairman observed, that every time they went for money, they had to pay the Government solicitor and their own. Besides, it included charges for a case settled by arbitration, instead of going to law, by which they had saved considerably; but we on great deal for securing the services of a solicitor, but the hon. proprietor might rely that the directors would keep down every expense as much as possible.—On the motion of Mr. Lewis Wilson, seconded by Mr. Windus, William Allen, Daniel Sutton, and F. W. Austen, Esqs., were re-elected directors.—The Chairman then suggested that the cordial congratulation of the proprietors be expressed to Sir Mark Isambard Brunel, on the completion of the tunnel, designed by him, and carried into effect with so much ingenuity, talent, and ability. As their able engineer was now an invalid, a resolution of this sort would be very gratifying to his mind. (Hear.)—The resolution was proposed by Mr. Windus, who said their talented engineer had certainly accomplished the most stupendous work, if not the first, in history; for, some years ago, Semiramis, Queen of Babylon, 652 B.C. 8 thousand under the Euphrates, a river as large as the Thames, to a palace on the other side of the river, but there was no account of traffic having been carried on, as it appeared to be only a passage from one palace to another.—Mr. Vaughan said he had great pleasure in seconding the resolution, for he had known Sir M. I. Brunel in America in the year 1798—for whom he had always entertained the kindest regard as an individual, and the greatest respect for his talents.—The Chairman observed, that, when the work was entered on, that gentleman was to have 10,000*l.* on the completion of the tunnel, but he had relinquished the original agreement, and left it entirely to the discretion and liberality of the company.—The resolution was then passed with acclamation.—The Chairman here observed, that a fancy fair would be held on the anniversary of the completion of the tunnel, which he hoped would be [illegible] successful, on the 25th inst.—A vote of thanks was also passed unanimously to Mr. Page, the acting engineer.—Mr. Page returned thanks, and said the completion of such a work had afforded a good school for future engineers, the benefit of which would be seen, no doubt, in works hereafter to be executed.—The Chairman was proud to say, that the talent exemplified by Mr. Page had been appreciated by the Government, who had employed him in the work of embanking the Thames.

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MINING IN THE EASTERN DISTRICT OF CORNWALL AND THE SOUTH-WEST OF DEVON.

[FROM A CORRESPONDENT.]

My last communication informed you that I purposed revisiting the Tamar, and visiting the mines in the locality of Tavistock; but, sir, I could not restrain myself from lingering awhile in my favorite district, and intruding my presence on East Caradon, where I find a small party working on the silver lode, which has been, and continues, very productive to the proprietors, and from whence several tons of ore, rich in silver, have been returned; but the inefficiency of the machinery will preclude them from prosecuting their operations to any great extent. Here still stands the engine-house, which, eight years since, contained a very powerful steam-engine of 60-inch cylinder; together with a carpenter-account house, assay office, smiths' and carpenters' shops, most admirably arranged for carrying on extensive operations, and on which a vast outlay must have been made, with very little appearance of any underground workings—lamentable instance of an injudicious outlay of mining capital.

Passing the celebrated Wheal Brothers, Wheal Sisters, and Wheal Maiden setts, we arrive upon the Harrowbarrow Mine, where is seen the remains of extensive preparations for vigorous operations. The lode is spoken of as very encouraging, and deserving of so efficient outlay—several returns of excellent copper ore were made, and the sump sunk below the forty fathom level.

East Harrowbarrow.—Here arrangements are making for putting the sett in course of working, the Harrowbarrow lode running through it, with every promise of a profitable return. Several rich parcels of silver ores have recently been sold, from a lode believed to be the Wheal Brothers lode, and which is still prosecuted with success. This is an extensive sett, with many lodes of promise passing through it.

Gunnis Lake.—It is currently reported, that a portion of this sett has passed into other hands, and it is hoped will be prosecuted with success.

Wheal Trelawney (Calstock).—A lease has been obtained for working this sett, upon which an extensive deep sett has been driven, to intersect some promising lodes which have been seen—especially the Tamar Consols lode, which is known to run through it. Active measures are being carried out for working this sett in earnest.

"Z. E. D." purposes very shortly, Mr. Editor, to pay his personal respects to you, for the purpose of consulting what measures can be adopted for laying open the mineral treasures of this wealthy district.

Wheal Margots (belonging to the Bedford Mining Company, situate on the banks of the Tamar, near Tavistock, Newbridge).—This is a very promising mine, and will, no doubt, in a few months, stand regularly on the tickering list; but, as an official weekly report is published, I shall refer your readers to them, as containing a more detailed account. Ding-Dong, an adjoining sett, is also very encouraging, of which I have heard old miners speak very highly.

Garen Valley (late Battepill, in the parish of Bere Ferrers).—This is progressing most flatteringly, although there are only two levels in work, which is the seventeen fathoms and twenty-seven fathom level; the lode is very productive in tin and silver-lead ores, from whence several rich parcels have been sold within the last three months. The great advantage which this mine possesses over her neighbours consists in the abundance of flooe-spar, of which the lode is principally composed, and is getting into demand by smelters, being used as a flux. The present machinery is quite inadequate to her future prosperity, whilst a fire engine, with judicious management, would soon bring her into a most profitable state of working. A very promising investment for capital.

Wheal Providence.—This mine is situated about four miles from Tavistock, and has proved most productive for a great many years past, making a handsome profit to the proprietors. The ores are of an excellent quality, returning about 300 tons per month, the average produce being about 12 per cent., which is sampled at Morwellham, on the Tamar, and sold by private contract. There is a powerful fire-engine, 80-inch cylinder, and two extraordinary water-wheels, one 50 feet diameter, 11 feet breast, and the other of the same diameter of 12 feet breast—the power of each being equal to that of the steam-engine, and are used for drawing, &c., as well as pumping. The engine-shaft is sunk to the 240 fathom level, and the lode continues very rich; and, indeed, the new lode, recently laid open, proves her amongst the richest mines in the county of Cornwall—the mine never having worked more productive for the last twenty years.

Wheal Betsey.—This is contiguous to, and belongs to the same adventurers, producing lead, and has been a source of profit, but worked to a disadvantage, but at present the returns merely balance the expenditure.

Wheal Fanny.—This is a very promising little mine, situated about two miles from Tavistock; the lode has been wrought upon very extensively for several years, and varied has been the produce of ore—but at present the lode, as seen at the twenty fathom level, presents strong indications of making a mine, and some excellent stones of copper have been discovered in the progressing ends. The lode has been a great fugitive, as well as of eccentricity, having diverged from the usual run of copper lodes, to within a very few degrees of south. The engine-shaft is down to the thirty-two fathom level, and they are extending a cross-cut to prove the lode, at which point much is anticipated, and the greatest anxiety pervades among the adventurers. The parcels of ore sold are progressing in quantity as well as quality, upwards of twenty-seven tons having been sampled within the last few days, and about forty tons is calculated for the next sampling. There is a never-failing stream of water passing over the excellent water-wheels; consequently the expense of the working machinery is comparatively light, and the engine-shaft may be sunk to the 300 fathom level by aid of the present machinery.

Wheal Lucas (one of the several setts belonging to the Plymouth and Dartmoor Mining Company).—This mine has been worked for several years by this persevering company, and by means of a powerful water-wheel the engine-shaft has been sunk to the seventy-three fathom level. The thirty fathom, fifty fathom, and sixty fathom levels have been prosecuted, and a great many parcels of copper ore sampled therefrom, which are conveyed to Plymouth by the Plymouth and Dartmoor Railway, which passes within a very short distance of the mine. A cross-cut intersects the lode west of the engine-shaft, and on the west of which large bunches of ore have been discovered, and they are now extending a cross-cut from the seventy-three fathom level through the cross-course, when they will cross under the largest and longest course of ore yet seen, and it is fully anticipated profitable returns will be made. The mouth of this mine is not expected to be properly developed until they reach a greater depth, from the extraordinary fact that the present makers rise to the present bottom, below which much is reasonably hoped for. It is feared the pecuniary means of the company are limited, as the present operations are conducted, and appearances of the mine fully warrant the sinking of the sump, and extension of the levels. The mine possesses considerable advantages for working, by means of water-power; and to establish a right to the same, the company very judiciously have purchased a freehold estate, which secures this necessary auxiliary in mining. Z. E. D.

Devonport, March 5.

Cheverton Works.—An old mine, in the parish of St. Agnes (Parkets), has been lately taken up by a new set of adventurers; and amongst other discoveries, one has been made in the 60*l.* which is now working two and a half feet wide, with a most promising lodge; as well, varying from twelve to sixteen inches big, of fish work, producing fine stones of tin.—The Builder.

Silver Mine.—Accounts from Stockholm state that a silver mine, reported to be very productive, has been discovered near the town of Lindesberg.

Russian Gold Mines.—We have in this country the richest gold mine that has ever yet been discovered in the United States. It is a small vein from four to twelve inches wide; some buckets of the auriferous talcum from it have averaged 4*l.* 10*l.* to the bushel, and some as high as 40*l.* We see it stated in the Hendersburg Intelligencer that 13,000 cubic yards have been taken from a lot 24 rods beside about a month since. As might be expected on so small a vein, the miner was between wind and water, and they began again at the surface, and sunk a vein parallel to the first, and nearly as rich as that. These veins, as was done in their region, are believed to increase in richness and size as they descend. There are six or eight other mines in the same region, of extraordinary richness, and different in many particulars from the others with mines in North Carolina.—Salisbury (N. Ca.) Watchman.

Great Western Railway.—(From a Correspondent.)—It is a singular fact, at the history of railways that the Great Western should have so many natural antipathies, and prepare Parliament to sanction the loss; and the more so, when it is universally known that the interest of the public, and the prosperity of the company, depend upon the speedy and convenient transit kept by the railway between London and Bristol, with all the population of the west. They can most effectively do so, if the engineer-in-chief will be moderate and not too sanguine in speed.

MINING CORRESPONDENCE.

ENGLISH MINES.

BULMOOSE MINING COMPANY.

March 4.—In the 110 fathom level, west of Hitchins's shaft, the lode is sixteen inches wide, and worth 27*l.* per fathom; east of Mitchell's winze, on the north lode, the lode is about ten inches wide, producing a small proportion of ore; west of Goldsworthy's winze the lode is fifteen inches wide, and worth 26*l.* per fathom. In the 100 fathom level, west of Hitchins's shaft, the ground is favourable for driving; east of Michell's winze the lode is sixteen inches wide, and worth 25*l.* per fathom; east of Wall's shaft the lode is small and poor; in the cross-cut, towards the Flapjack lode, the ground is more favourable for driving; in the stopes, in the back of this level, west of James's western winze, the lode is ten inches wide, and worth 14*l.* per fathom; in the stopes east of Doney's winze the lode is sixteen inches wide, and worth 15*l.* per fathom; in the stopes east of Hooper's rise the lode is eighteen inches wide, and worth 40*l.* per fathom; west of ditto the lode is fifteen inches wide, and worth 20*l.* per fathom. In the stopes, in the back of the ninety fathom level, the lode is fifteen inches wide, and worth 25*l.* per fathom. In the south cross-cut, at the eighty fathom level, the ground is favourable for driving. In the sixty-two fathom level, east of Bray's shaft, the lode is small and poor. The pitches are without alteration.

T. Richards.

CONSOLIDATED VIRTUOIL MINING COMPANY.

March 4.—The south part of the Bible Park lode, at the fifty fathom level, west of Heawood's shaft, is ten inches wide, tribute ground; the north part of the Bible Park lode, at the fifty fathom level, west of Heawood's shaft, is nine inches wide, producing good stones of ore. The lode in the fifty fathom level, east of Heawood's shaft, is nine inches wide, tribute ground. The lode in Williams's shaft, sinking under the forty fathom level, is ten inches wide, tribute ground. The lode in the forty fathom level, east of Heawood's shaft, is ten inches wide, good tribute ground. The new engine-shaft is now down 23 fms. 4 ft. below the adit.

H. Williams.

CORNUBIAN MINING COMPANY.

March 4.—The ground in Murray's engine-shaft, sinking below the seventy fathom level, continues hard; the lode is two feet wide, yielding but little lead. Of late, we have been driving the seventy fathom level, west of Murray's shaft, on the north lode, but it being hard and unproductive, our intention is now to proceed westward on Chiverton lode, which is more favourable for driving on. In cross-cutting north, at the seventy, just immediately to the west of Murray's shaft, we have cut a good branch of lead, but have the north lode still to intersect. In the cross-cut also to the east of Murray's shaft, we have met with some rich branches of lead ore, and expect, from appearances here, to meet with something good on cutting the north lode. The seventy fathom level, east of great engine shaft, is favourable for driving; the lode is about one foot and a half wide, soft white spar and fluckan. The sixteen fathom level, driving north east from Clifford's shaft, is still yielding a little lead, but not much improved during the past week. The ground in the end, going south of the old engine-shaft, at the sixteen fathom level, is not so easy for driving as it has been, but still the price given is only 9*l.* per fathom. At Ventonginpoe we have opened about two fathoms on the Chiverton lode; the east end has a large fine gossan lode, full three feet wide, with occasional stones of lead; the lode in the west end is about the same size (three feet), of a most encouraging and beautiful nature, producing some large rich lumps of silver-lead ore, and the whole saving work. On Saturday last was our usual monthly setting, and have fifty men and five boys employed on tutwork, and forty-one men on tribute.

J. Webb. R. Rowe, Jun.

HANSON MINING COMPANY.

March 4.—The engines are getting on very well, sinking below the twenty-one fathom level. The lode in the twenty-one fathom level east is in two branches, with a horse of killas between; the south branch contains a little ore, but we do not expect much till the branches get together again, as in the twelve fathom level above—and beyond this end, while the lode was in two branches, it produced but little ore, but, since they have fallen together, the lode has been regularly yielding good quality ores, and is now worth about 15*l.* per fathom, and driving at 31*s.* 6*d.* per fathom. The twenty-one fathom level west, though kindly, is at present unproductive. The sixteen west is yielding good stones of ore, and promising. The adit end east on Stainsby's lode is still producing good stones of ore, in a good gossan. At surface, we are still preparing ore floors.

J. Williams.

TINCROFT MINING COMPANY.

March 4.—The lode in the new engine-shaft below the seventy continues large, yielding good quality ore, worth 20*l.* per fathom. We have not yet seen the lode beyond the cross-course in the seventy east, but have cut a branch of rich ore, beyond which we have plenty of water, which indicates the lode being near; the lode in the seventy west is two and a half feet wide, worth 16*l.* per fathom. The lode in the sixty east, though unproductive, is more promising than for some time past; the same may be said of the fifty and forty, immediately over—all being to the same channel of ground. The sixty west is yielding some ores, but not rich; we expect soon to get under the good ground gone down in the level above. The fifty and west continues same, worth 20*l.* per fathom, leaving good back and bottom. The forty west has just been communicated to North Tincroft shaft; in a short time we shall be driving beyond it, to get under some productive ground in the bottom of the thirty fathom level. At Polsue's, the sixty-five end west is still good, worth 25*l.* per fathom; the stopes in the back of the sixty-five cost are worth 10*l.* per fathom. The winze sinking below the fifty-five is worth about 12*l.* per fathom. No material alteration in the South Mine. Saturday last was our usual setting day; we have 120 men engaged on tutwork, and 91 men on tribute. Our prospects in the south ground are as good as ever. W. Paul.

TAMAR SILVER-LEAD MINING COMPANY.

March 4.—In the 135 end the lode is fifteen inches wide, composed of copel, mundic, and some ore. In the 120 end the lode is eighteen inches wide, and of a promising appearance for producing silver-lead ore. In the 115 end the lode is two feet wide, one foot of which is good saving work. In the 100 end the lode is one foot wide, composed of copel and ore, with some good stones of ore. In the sixty-five end the lode is nine and a half feet wide, producing work of a fair quality. In the eighty-five end the lode is two and a half feet wide, eighteen inches of which is very good saving work. In the seventy-five end the lode is one foot wide, at present unproductive. In the sixty-five end the lode is two feet wide, composed of copel and ore, with some rich silver-lead ore. In the fifty-five end the lode is two feet wide, composed of flucan, interspersed with silver-lead ore. In the forty-five end the lode is one foot wide, six inches of which is tolerable saving work. On the whole our ends are looking favourable. On the 19th of February we sampled a parcel of rich silver-lead ore, computed 100 tons, which is for sale on Monday, the 11th inst. At the North Mine the lode in the engine-shaft is fifteen inches wide, chiefly composed of copel, with some ore; in the north end at this level, the lode is one foot wide, producing some ore, but not rich; to the south end of ditto the lode is eighteen inches wide, composed of copel, carrying small branches of ore. At the thirty fathom level, south end, we are cross-cutting east to north of the lode; in the north end of ditto the lode is nine inches wide, producing some good work for silver-lead ores. At Wheal Hancock the engineers are getting on well. We have fixed on putting the engine to work on the 23d inst.

J. Symmons.

BEDFORD UNITED MINING COMPANY.

March 4.—The lode in the forty seven fathom level east is two and a half feet wide, composed of gossan, spar, mundic, and ore—altogether, a very promising lode; the lode in the forty seven fathom level west is two feet wide, composed of gossan, spar, mundic, and ore, worth about one ton of ore per fathom. The lode in the thirty-five fathom level west is about two and a half feet wide, and will produce four tons of ore per fathom, worth about 6*l.* ton, per ton; the lode in the thirty-five fathom level east is two feet wide, with spar, mundic, and ore, but unproductive; the lode in the cross cross, in the thirty five fathom level, east of the engine shaft, is three and a half feet wide, composed of lyttal whitestone of fine strong gossan and spar, intersected with ore—altogether, as kindly a lode as can possibly be seen, and apparently improving. The pitches are without alteration. The sinking of the engine shaft (Wheal Morgan and Dingdong) is going on satisfactorily. We completed up Friday last about 100 tons of ore, and there is satisfaction in saying, that the prospects are progressively improving.

J. Phillips.

UNITED HILLS MINING COMPANY.

March 4.—In Williams's shaft no lode has been broken during the past week. In the seventy fathom level, eastern end, the lode is two and a half feet wide, two feet ore of good quality; in the western end the lode is four feet wide, producing but a small quantity of ore. In the sixty fathom level, driving east of eastern shaft, the lode is two and a half feet wide, one foot on the north part ore of good quality; no lode cut driving south, east of James's shaft. In the eastern shaft, under the sixty fathom level, the lode is three feet wide, twenty inches good ore. In the fifty fathom level the lode is eighteen inches wide, producing some good stones of ore. In the thirty fathom level the lode is two feet wide, one foot of ore worth 20*l.* per fathom. In the forty fathom level, driving west on north part ore, with a promising appearance. In the two fathom level the lode is three feet wide, producing but little ore. In Wheal Spearne, in the forty fathom level, we have just commenced sinking Gibson's shaft under the forty fathom level cross cut; is driving south on adventure. In the thirty fathom level, eastern end, the lode is two and a half feet wide, eighteen inches one of average quality; in the western end the lode is two and a half feet wide, twenty inches of fair quality. In the twenty five fathom level no alteration. In the twenty fathom level, on Penny's lode, driving west, the lode is two feet wide, eighteen inches one of good quality; still driving south on the cross cut. In the ten fathom level, on ditto, the lode is one foot wide, six inches ore of good quality. In the adit level the lode is fifteen inches wide, producing but a small quantity of ore.

T. Trevarrow. N. Langdon. W. Richards.

ATHY AND CARLOW COOK'S KITCHEN MINE.

March 2.—On Dunkin's lode in this mine we have sunk about six feet in the winze under the 160 fathom level in the last week, and have a good lode, worth 15*l.* per fathom for tin; there is no water in the winze as yet. In the 150 fathom level west the lode is two and a half feet wide, very promising, and producing good stones of tin, the ground being also very favourable. In the 150 fathom level, east of south sump shaft, we have driven about four feet in the past week, and have discovered a small branch of very rich grey ore against the north wall of the lode; it is small, but the lode altogether, is three feet wide, chiefly composed of mundic and spar. The pitch in the back of the thirteen fathom level still continues very good, and the men getting good wages. On Easky's lode we have been preparing for sinking a new east shaft this week, and, therefore, cannot speak of any alteration. On North Tincroft lode, in the eastern shaft, the lode is four feet wide, producing about 10*l.* worth of ore per fathom. In the fifty fathom level east the lode is three feet wide, worth 12*l.* per fathom; the pitch in the back of the fifty fathom level, east of eastern shaft, is looking exceedingly well, and a good tribute at present would be 3*s.* in the 1*l.*; in the pitch west of the shaft the tributers have a good lode, and have discovered another part of the lode standing to the south. In other parts of the mine there is no alteration.

A. Eudey.

TORRINDURY MINE.

Feb. 22.—The report to the last meeting of adventurers stated, that the engine-shaft (Crouch's) was down eleven fathoms under the twelve fathom level. We have sunk one fathom more, prepared the shaft for the pitwork, fixed it, cut E 3 lode, commenced a twenty two fathom level on the course of it west, and have driv n this level six fathoms. The lode near the cross course was confused, as in the level above. We are driving by the side of the lode, and, on taking down a portion of it this week, found the lode two feet big, consisting of peach, spar, spots of ore, and mundic. We have also driven a cross-cut, north on the cross-course at the twenty-two fathom level, upwards of twenty fathoms, and Captain Treloar believes we have reached the south wall of E 4 lode; this will be ascertained, for certain, to-morrow. The twelve fathom level on E 3 has been continued seven fathoms west of the winze; about two fathoms west of it this lode began to improve, and, on to the present end, good stones of ore are broken; the whole lode, for two feet wide, is saving work. Crouch's shaft is down three fathoms under the twenty-two; lode in the shaft, one foot big (a south branch of V 3), consisting of peach and spar, principally. The adit end on G lode has been continued—at present, by only a man and a boy; it is in eighty five fathoms from the great cross-course; lode in end, two feet big, of gossan, spar, mundic, and spots of ore. The deep adit driving on D lode, towards the western engine-shaft, is fifty fathoms west of Kitty's shaft, having been driven thirty-two fathoms since last report; for the last forty fathoms the lode has averaged two and a half feet, of peach, spar, mundic, &c., and sometimes spots of ore. The driving the shallow adit is discontinued; we opened a fair o re on B lode in this adit, and found it to continue its size, and with fine spots of ore. It was decided at the last meeting to carry rods from the present engine to the west engine-shaft, 100 fathoms, and sink the latter shaft to the depth of the deep adit; then drive east to meet said adit, coming up in that direction, and also drive at the same level south, to intersect B and B 1 lodes, twenty fathoms, under where they were cut in the shallow adit. This work was proceeded with as quickly as possible; the rods and pitwork were completed, and the engine commenced drawing the water from both shafts, about six weeks since. We have no reason to doubt these being water enough for the present engine to do this work, until a steam engine shall be erected, early in the summer. The west engine-shaft has been sunk from three to four fathoms, and we have from four to five fathoms more to sink before we commence driving. D lode, in the shaft, is eighteen inches big, of spar, mundic, gossan, and spots of ore. The expenditure for the three months to the end of last year was—for labour, 634*l.* 7*s.* 1*d.*; bills, 321*l.* 10*s.* 3*d.*—total, 956*l.* 7*s.* 4*d.*—of which there is unprovided for by last call, 209*l.* 0*s.* 9*d.* As it is intended to hold the next meeting two months hence, a call of 7*l.* per 1-128th share may be sufficient at the present meeting.

TRELISICK CORNISH MINING COMPANY.

March 4.—We have not taken down the lode in Good Fortune shaft since our last; the sixty west of this shaft is rather improved in size during the past week; the lode in the sixty east is two and a half feet wide, producing stones of ore. The fifty west is three feet wide, composed of copel, with small veins of ore; the fifty east is three feet wide, with a very kindly appearance, worth 6*l.* per fathom. The forty-four west is four feet wide, worth 10*l.* per fathom. There is no alteration elsewhere.

W. Symons.

GREAT WHEAL MARTHA CONSOLIDATED MINES.

March 2.—I have to inform you that the water is now twenty-five fathoms under the adit, and the shaft secured so far as the twenty. The lode in the adit level is much the same as last reported, being still two and a half feet wide, eight inches of which is saving work. We have not done much on Sergeant's lode during the last week, in consequence of the water being so very quick, but in the last foot of ground we sunk, we broke some excellent stones of copper ore, and it is acknowledged by every experienced miner, as well as myself, to be as promising a lode as ever was discovered, and, from its general character, we are warranted in saying that it will be very productive at no considerable depth; and we are now making the necessary preparations to erect machinery to enable us to sink on it. Owing to the water in Forest Dell shaft, on Burnthill lode, being very troublesome, the men are now again driving on the lode in the adit level, where it is about fifteen inches wide, composed of copel, spar, and mundic, in a tolerable channel of ground. The lode in the eastern pitch, at Wheal Sophia, being of a very encouraging character, we have again put the men in the adit level, and the lode is now fifteen inches wide, composed of copel, spar, and mundic, with spots of copper ore.

T. Penaluna.

WEST WHEAL JEWEL MINING ASSOCIATION.

March 4.—I beg to inform you, that we held our first general tribute meeting on three mines the 2d inst. We set three pitches on the new ground at the North Mine—one of them, in the back of the sixty fathom level, to four men, from which we calculate raising from 300*l.* to 400*l.* worth of silver-lead ores in the present month; three, with some other good pitches at the South Mine, were taken at 5*l.* in the 1*l.*, on the value of the lead only—the competition for these good pitches being very strong. At the North Mine, in the sixty fathom level south, we are opening ground which will work at a moderate tribute. At the fifty fathom level south, the lode is small, producing silver-lead ores. At the South Mine, in the eighty fathom level south, we are driving through ground which will work at 4*s.* in the 1*l.* on the value of the lead only; at the same level, driving south, we are opening ground which will work at 3*s.* in the 1*l.* At the seventy fathom level south, we have a rich lode, leaving back and bottom, which will be taken away at 3*s.* in the 1*l.*; this is the richest lode we have had in hard ground at these mines, and shows a considerable improvement from the iron stones. At the sixty fathom level south, the lode is producing some rich silver-lead ores.

J. T. Phillips.

WHEAL SISTERS MINING COMPANY.

Feb. 29.—The report to the last meeting of adventurers stated, that the engine would be ready to go to work about Christmas; and it took place, accordingly, within a week of that time. The water was immediately locked up the shaft, and a post of ores set to drive a cross-cut north, which is to be ten and a half fathoms—and a lode has been intersected nearly where we expected to meet with the north lode; it is sixteen inches big, consisting of mundic, peach, and spots of yellow ore. We are driving on towards the north lode, which is twenty-one fathoms further.—We expect to reach it in three or four months; the ground is not so easy as it was, but, if it moderates, we may hope to do it in less time, as stated in our last report. A shaft has been sunk fourteen to fifteen fathoms, from grass to adit, on the course of Wheal Mary lode, and which will be brought up, and put behind, to mid shaft, and is to draw the forty fathoms; the lode for the last ten fathoms in the adit has been three feet big, and alone—it has always been strong, and sometimes contained good stones of ore; the last few or three fathoms of lode has not been taken down, but by day it was cut both, where the shaft is same down, and some excellent stones of ore broken out—but whether it is a regular course, or not, there has not been time to determine. It is intended to sink the shaft on Wheal Mary lode, immediately under the adit; a whim has been put up to it, and rods are nearly prepared, from the engine, for making a sinking lift. The engine is a very good one, and measures but 8 inch. of steam per stroke. In consequence of the wet south end—in direction in which Wheal Mary lode underlies—we have withdrawn. The expenditure for the last quarter includes the cost of the engine, and is as follows:—Labour, 338*l.* 10*s.* 6*d.*; bills, 240*l.* 11*s.* 8*l.*—total, 578*l.* 9*s.* 11*d.*—and, after deducting the call made at last meeting, the deficiency is 128*l.* 10*s.* 9*d.* As part of this amount will not be payable until after another meeting, two months hence, a call at the present meeting of 10*l.* per 1-128th share may be sufficient.

FOREIGN MINES.

CORNISH MINING COMPANY.

London, March 4.—The Cornish, with 100 tons of ore for this company, arrived at Swansea on the 29th ult. Dispatches have been received from the manager, dated Copiapo, 18th November, reviewing the mining captain's report for the month of September last. The *Lord* had been chartered at Liverpool, to load 350 tons of copper ore for Swansea; she would be loaded in all December last.

Copiapo, Oct. 28.—I beg to hand you a report of the state of the company's mines, produce, &c., for September.

Silver Mines.—At San Jorge the appearances are more encouraging than when last reported. In two works the lode has been for some time disturbed, and thrown into great irregularity by a small cross-course; it has now assumed a more established form and composition; it is no longer mixed with basil or brain stone, but is a mass of metalline substance, and in one of the works is impregnated with silver throughout. In case the lode continues of such a compact body, I think there is great reason to hope that we shall, in a little while, find a distinct and richer kind of ore than has hitherto been produced by this mine. The ore raised in this mine in September was fifteen quintals, and promises fair for an increase next month. At San Andres the lode is in rather a disordered state, having come in contact with a slide, but the component parts of the vein before we reached the slide were such as induces us to hope, that, when the lode gets into a settled state on the other side, we shall find silver. At Pompa Larga no alteration of importance has taken place since my last. The lodes on every point where we are working still possess the same beautiful and encouraging appearances, holding forth all the probabilities of speedy and profitable change.

Copper Mines.—The Chico Mine continues much the same as it was last month. We have three works looking well to the east of Victoria shaft, and the ore of a better quality than any of the mines that I have seen in Copiapo are giving at present. The Quebrada Mine seems to be wearing out fast; we are every month taking out a great many tons of ore, without discovering anything new—that is, of a quality that will pay—and in this way, you must be aware, we shall soon come to an end. We are driving on every point where there seems to be a probability of finding anything good, but hitherto have been unsuccessful. The levels are not without ore, and especially one of the bottom levels, where there is a large lode of ore, but this is too poor for shipment, not more than 10 per cent. At San Pedro we are sinking the shaft with all possible speed, and are already down to the level of the water in the old mine, but the ground being close, we have little in the shaft; still, the little we are drawing is sinking the water in the old mine, which is a favourable indication that it will be of but little consideration when the present existing pool is drawn out. We are still raising the same quantity of ore with our small force, and shall continue to do so until all the water is drawn out, when we hope considerably to augment the produce. At the Paquisa Mine we have finished preparing the ore for carriage—about thirty tons is ready for shipment, and more than seventy tons that I recommended to be carried to San Pedro Mine, there to be washed and jigged; that will reduce it to about twenty to twenty-five tons of ore, that will give more than 30 per cent.; this is independent of about 1000 tons of poor ores, which cannot at present be rendered available. The ore raised in the Quebrada Mine in September was 61 tons; Chico, 40; San Pedro, 12; Paquisa, since last report, 9.—Tota, 112 tons.

S. Waters.

IMPERIAL BRAZILIAN MINING ASSOCIATION.

Gold Report.

1843.	Dwt.	gr.		Total.		
December 4 to 5	.....	.....	.....	£	0	10	7	0
" 6	.....	.....	.....		2	6	2	0
" 9	.....	.....	.....		9	9	9	0
" 11	.....	.....	.....		17	2	16	0
	16	2	4	0				
To 12th (8 days)	£	6	2	4	0	£	31	2	16	0
Total from 1st July to 12th Dec.						£	231	10	16	12

ALTEN MINING ASSOCIATION.

London, March 2.—The following advices have been received:—

Estimate of ore raised in December.

Mine.	Ore.	Per cent.	Refined copper.
Reipso	Tons 50	11	10,000
Repora	15	9	1,200
Gronovig	40	6½	5,000
Wilson's	20	5	1,000
United Mines	30	6	1,200
Total	Tons 155		18,400

Note.—The produce of refined copper in the months of October, November, and December, 1843, exceeds, by ten tons, the same months in the previous year.

Mining Report.

Jan. 13.—*Reipso.*—Bargain No. 1 continues productive, but the ore more in less extensive than last month, and equally irregular; it still yields more than the average produce. No. 2 sink, on the new lode in the ten fathom level; the lode, after passing through the disordered part noted in our last report, divided into two branches, diverging at least twenty fathoms from each other, both appeared productive, varying in branches from one foot to eighteen inches in diameter; the western branch is followed this month, and as soon as there is space enough to work, the more eastern one will likewise be opened. No. 3 cross-cut, exploring the country. No. 4, this branch again decreased to a mere thread in size; we are, however, still proceeding with it, as the ore in the end continues, which, at a later period, will have to be stoped away. No. 5 roof, stope continues productive, without much change since last month. No. 6, this level since the commencement of the month has been suspended, having penetrated through the bed to the westward; as far as the ore part extended it was productive. No. 7, this stope continues its characteristic productiveness; its size is still unknown, as it is only to the westward in No. 6 that it has been passed through; the remaining sides of the stope and bottom are all very massive, richly impregnated with the yellow and purple ores, nearly the whole broken forming best dressings. No. 8 is in the same, on the eastern side of the bed, with a view to ascertain the extent in this quarter. No. 9, a new level under shaft No. 1, for the purpose of cutting the lode at a further depth of five fathoms, and, at the same time, to guard against interruption from the influx of water, when the winter breaks up. The workings generally have a steady productive appearance.

Wilson's.—We have no improvement to advise; we cut a small branch from the level at the bottom of the shaft, but it is only about seven inches broad, although rich; we cannot decide whether it is the north lode—we are now opening upon it. The new lode discovered continues regular and defined, but is not rich; *A fully pays its way*, but no more; the cross-cut bringing in to prove the lode has not yet pierced it.

Repora preserves its productive character generally; in the western part the lode has improved considerably, and will, no doubt, increase the per centage of the ore this month. The very regular character which these lodes have developed in the progress of the last twelve months' workings, with the indications traced on the surface, particularly the evident connection between the present lode on which the workings are built, and that on which James Hume worked on tribute, and procured so many tons of prills, afford the strongest reasons to expect that extensive and permanently productive workings will be found here; it is the intention to intersect the back or cross the course with parallels, towards the old eastern pit at J. Hume, which is about seventy fathoms from the nearest workings, in the direct course of the lode; in the meantime the stopes from below are going towards it.

United Mines.—Within these two days a lode has been intersected in the bottom of the shaft, under the eighty fathom level, containing good ores; its size, character, or dip is not yet ascertained; it is too early to be either Wood's or Fetherston's lode, by the end of the month we shall be better able to judge.

Quarrels is progressing favourably, but we are still unable to offer any decided opinion as to its permanency; its present appearance is most encouraging—the lode is opened now between three and four fathoms, and, for the whole extent, is accompanied by a compact lodge of ore, varying from nine to twenty inches in width. Owing to the nature of the country, and position of the lode, we cannot open ground as rapidly as we could wish; we have, however, three bargains now at work—one sinking—the other opening ground, so as to extend the discovery, and the latter taking off the dangerous and loose overhanging. As far as we have proceeded, no falling off is perceptible. The returns for last month will speak for the character of the ore.

The weather, since the commencement of this month, has been unsettled and boisterous, with extraordinary drifts of snow, which have rather interrupted our working.

C. Rogerson.

MINE ACCIDENTS.

Pagston and North Colliery.—A dreadful accident happened at one of the pits in these collieries, by which two men (brothers) lost their lives; they had just commenced their descent into the pit, when, by some means, the action of the engine became reversed, and they were drawn up again with tremendous velocity, pitched over the landing, and precipitated down the pit, a depth of 120 yards.

Plymouth Iron Works.—T. Lewis was caught in the "rolls," and had the head nearly severed from the body.

Pengelly.—D. Whitmore had his leg broken, and his arm much injured by a fall of coal at these works.

Wigan.—A Scotchman was killed at one of Mr. Hyndell's colliery pits.

Crich, Derbyshire.—*At Mason, Stephenson's limestone quarry, J. Bennett* met with a serious accident whilst being drawn up a shaft that had not gone off, which, suddenly regaining, burst his recovery about the hands and face.

Grove Colliery.—*The Liverpool Mercury* states, that an explosion of fire-damp has taken place, by which two men had been injured, and one killed.

Accident at Lambridgeing Colliery.—Some surprise has been expressed by parties who were on the spot at the time of the accident, that although the place where the water was seen to bubble and boil in an extraordinary degree, as indicating the spot of the irruption, not far from the spot, and somewhat more of the inclosure was actually sucked up through the orifice, yet not a body was found in the surface; the spot, with a considerable compass around it, was left at the retirement of the tide with the final ebb, and the original surface of the several embankments again in view, the only material

[illegible] which can be come to is that an immense quantity of mud, gravel and sand, was, by the agitation of the water on the bed of the river, forced with violence into the opening, and that sudden as was the irruption and the untimely end of the victims below, as suddenly was the orifice stopped, and which may, probably, consolidate again to equal consistence with the surrounding deposits. From a pen and ink sketch received from a correspondent on the spot, it appears that the principal part of the levels extend under the bed of a tidal river, 600 yards wide, and if the statement is correct, that only four feet of rock was left over the men's heads, in addition to twenty feet of loose sand, some steps ought to be taken to prevent the reckless exposure of the lives of men to what must, on the slightest accident, be inevitable death to them, and destitution to their surviving families. We noticed last week the advertisement for raising subscriptions for the widows and children, and trust we shall be enabled shortly to inform our readers that it has been nobly responded to, still, as we observed last week, it is a subject which deserves a most searching inquiry, but one which we fear, without the investigation of the coroner, subject, of course, to finding only one body, will never take place.

MEETINGS OF SCIENTIFIC BODIES.

IN THE ENSUING WEEK.

SOCIETY.	PLACE OF MEETING.	DAY.	HOUR.
Royal Botanical	Regent's-park	Saturday	4 P.M.
Royal Geographical	3, Waterloo-place	Monday	8½ P.M.
Medical	Bolt-court, Fleet-street	Monday	8 P.M.
Civil Engineers	25, Great George-street	Tuesday	8 P.M.
Royal Medical and Chir.	53, Berners-street	Tuesday	8½ P.M.
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	17, Bloomsbury-square	Wednesday	8 P.M.
Ethnological	—	Wednesday	8 P.M.
Royal	Somerset House	Thursday	8½ P.M.
Antiquaries	Somerset House	Thursday	8 P.M.
R. Society of Literature	St. Martin's-place	Thursday	4 P.M.
Medico-Botanical	32, Sackville-street	Thursday	8 P.M.
Royal Institution	Albemarle-street	Friday	8½ P.M.
[illegible]	11, Regent-street	Friday	[illegible] P.M.
Royal Asiatic	14, Grafton-street	Saturday	2 P.M.
Westminster Medical	32, Sackville-street	Saturday	8 P.M.
Mathematical	Crispin-street, Spitalfields	Saturday	8 P.M.

CURRENT PRICES OF STOCKS AND SHARES.

STOCK EXCHANGE, Saturday morning, Twelve o'clock.

Consols Money, 90⅞ ⅛
Consols Account, 91⅛ ¼
New 3½ per Cents., 102⅜ ½
Exchequer Bills, 71 73 pm.
Belgian Bonds, 5 per Ct., 104½
Brazil, 5 per Cent., 89⅞ 90½
Danish, 3 per Cent., 86 7
Portuguese, Conv., 5 per Cent., 46½ 7½
Dutch, 2½ per Cent., 61 ¼
Ditto, 5 per Cent., 101⅞ 2
Russian, 5 per Cent., 117 18
Spanish, Active, 5 per Cent., 23⅛ ⅜
Ditto, 3 per Cent., 36⅛ ¼
Chili, 6 per Cent., 100 2
Colombian, 6 per Cent., 15 ¼
Mexican, 5 per Cent., 32⅛ ¼

[From our own correspondents.]

CURRENT PRICES AT LIVERPOOL.—Thursday Evening.

[illegible]

12, Castle-street and Stock Exchange, Liverpool. JOHN GREAVES.

LEEDS, Thursday.—Nothing sounds more musical to the ears of shareholders, at the half-yearly meeting of proprietors, than to hear of an increase in revenue, and, at the same time, of a decrease in the expenses of working the line, and this was the case at the half-yearly meeting of the Manchester and Birmingham, at the Bowman-place, yesterday, when a dividend of [illegible] per share was declared, being equal to [illegible] per cent. upon [illegible]. The traffic ending 31st of January, 1845, amounted to [illegible], and the expenses to [illegible], whilst the traffic ending at the same period last year amounted to [illegible], and the expenses only to [illegible]. Nothing can be more satisfactory than these results, and the prospects of the line appear to be [illegible]

[illegible]

R. R. WATSON and CO.

LATEST PRICES OF IRISH STOCKS. [illegible]

COAL MARKET, LONDON.

[illegible]

MONTHLY IMPORTATION OF COAL, CULM, AND CINDERS.

[illegible]

SALE OF COPPER ORES IN CORNWALL.

Sampled Feb. 21, and sold at Sargell's Hotel, Pool, March 7.

[illegible]

TOTAL PRODUCE.

[illegible]

Average standard, [illegible].—Average produce, 7¼.—Average price, [illegible].—Quantity of ore, 4915 tons.—Quantity of fine copper, [illegible] tons [illegible] cwt.—Amount of money, [illegible].—Average standard of last sale, [illegible].—Average produce, 7¼.

COMPANIES BY WHOM THE ORES WERE PURCHASED.

	Tons.	Amount.
Mines Royal Company	[illegible]	[illegible]
English Copper Company	[illegible]	[illegible]
Vivian and Sons	[illegible]	[illegible]
Freeman and Co.	[illegible]	[illegible]
Grenfell and Sons	[illegible]	[illegible]
Crown Copper Co.	[illegible]	[illegible]
Sims, Willyams, Nevill, Druce, and Co.	[illegible]	[illegible]
Williams, Foster, and Co.	[illegible]	[illegible]
Total	4915	[illegible]

Copper ores for sale on Thursday next, at Andrew's Hotel, Redruth.—Mines and Parcels.—Wheal Prosper, 741; Carn Brea Mines, 717; United Hills, [illegible]; Wheal [illegible]; Wheal St. Andrew, [illegible]; Fowey Consols, 314; Cook's Kitchen, [illegible]; Levant, [illegible]; Botallack, [illegible]; Wheal Seaton, [illegible]; Wheal [illegible]; Providence Mines, [illegible]; Wheal Trenwith, [illegible]; Wheal Curtis, [illegible]; West Wheal Treasury, [illegible]; Carn [illegible]; Cliff Downs, [illegible]; Symons's [illegible], 12; Wheal Brooke, 9; Wheal Hope, 4; [illegible].—Total, [illegible] tons.

Copper ores for sale on Thursday week, at Pearce's Hotel, Truro.—Mines and Parcels.—Treweras, [illegible]; Polldice, [illegible]; West Caradon, [illegible]; Wheal Jewel, [illegible]; Par Consols, [illegible]; Tretholian, [illegible]; Fowey Consols, 214; Holmbush, [illegible]; Wheal Basset, [illegible]; Wheal Maiden, [illegible].—Total, [illegible] tons.

SALE OF COPPER ORES AT SWANSEA.

Sampled February 13, and sold on the 6th March.

[illegible]

Total tons, [illegible].—Total amount, [illegible]

TOTAL PRODUCE.

[illegible]

COMPANIES BY WHOM THE ORES WERE PURCHASED.

[illegible]

Copper ores for sale March [illegible]

SALE OF BLACK TIN,

By Vivian, on the 5th of March.

[illegible]

LATEST CURRENT PRICES OF METALS.

LONDON, MARCH [illegible]

[illegible]

EXPORTATION OF THE PRECIOUS METALS.—[illegible]

PRICES OF MINING SHARES.

[illegible]

RAILWAY SHARE LIST AND TRAFFIC RETURNS.

[illegible]

THAMES TUNNEL.

The number of passengers who passed through the Tunnel in the week ending March 1, was [illegible], yielding a revenue of [illegible].

35916.11.6

JOINT-STOCK BANKS.

[illegible]

MISCELLANEOUS.

[illegible]

LONDON GAZETTE—BANKRUPTS.

[illegible]

London: Printed and Published [illegible]